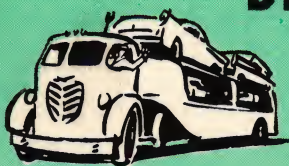


THE INTERNATIONAL Teamster

JUNE 1955



DRIVER OF THE YEAR

In Washington to receive honors as the American Trucking Associations "Driver of the Year," Teamster Floyd J. Pemberton and Mrs. Pemberton visited White House to receive commendation of President Eisenhower. Left to right: The President, General President Dave Beck, Mrs. Pemberton, Teamster Pemberton and Neil J. Curry, ATA president. (Story inside)

FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, June, 1905)

AN ACCURATE FORECAST

The following forecast, concerning the organization of Teamsters in New York City, appeared in the official publication of June, 1905.

"Our organizers in New York City are doing great work in the interest of our organization and the membership of New York is gradually growing larger. We believe that before a great while New York City will be as thoroughly organized as any city in the country and it behooves the boys of Chicago to keep an eye upon that city, as an opportunity for organization there far exceeds that of any other city in the country.

"We also believe that the day is not far distant when New York teamsters will have more members than any other city in the country.



"In cities where our organizations have several paid officers in the field, the best results have been obtained by such officers holding meetings from time to time and working in unison.

"In Chicago and St. Louis, the boys hold meetings every other day and work in conjunction and by that means are able to understand the conditions existing all over the city and assist one another in bringing about a thorough state of organization.

"We would recommend such a course in all cities where there are a number of officers in the field."

TWO WRONGS DON'T MAKE A RIGHT

"The usual answer to the American workingman's demands for higher wages and a shorter workday is that he is unreasonable inasmuch as he is better off in these respects than the working men of any other country.

"To be effective, this reasoning must

premise that two wrongs make a right, or nearly so. As we do not grant this, let us keep right on with our demands until every man who works for a living shall reap the full product of his labor. We are here to set the pace in this matter for the rest of the world, not to be held back by the rest of the world."

The foregoing, as true today as when it was written some 50 years ago, appeared in the editorial pages of the June, 1905, *International Teamster*.

A FITTING VERSE

Brother Frank Keith, a member of Local 715 in 1905, penned the following lines of verse which are just as appropriate and timely today as when Teamster Keith wrote them.

ORGANIZE THE NON-UNIONIST

Organize the non-unionist,
Don't place upon him a ban.
Put your shoulder to the wheel,
For its principle take a stand.

There is many a man
Outside of the fold—
Once get him in line,
And the story is told.

True blue to the core
Are most of those men;
Outside they seem sore,
After joining what then?

At meetings you'll find them,
Most every night,
Pushing and pulling
With a will and a might.

To spread union principles
Over the land
Is the aim of the once
Non-union man.

FACTS ABOUT JAPAN

Readers of the June, 1905, *International Teamster* were taken on a mind's journey to the islands of Japan.

Under the heading, "Facts About Japan," readers of our magazine were given such facts as the following:

The lovely Japanese cherry trees produce no cherries.

Sixteen cents a day is now, (1905), good

pay for unskilled labor in Japan. Ten years ago it was six cents.

Japanese dead are buried in a squatting posture, chin upon the knees.

AN ESSAY ON WEALTH

The magazine for June, 1905, carried this cogent essay on wealth and its proper place in life.

"Adoration of wealth—which seems to be the commonest vice of our time—is a curious perversion of a sound and sensible instinct. The possession of property means independence, and more—the best safeguard a human being can get against the meanest and most harassing and most dreadful ills of life. Not to appreciate that the man who has a competence is in so far enviably situated, is to be lacking in common sense. But it shows an equal lack of common sense to lose sight of the real and only purpose of property—just as if one, appreciating that a suit of clothes was a good thing, should erect it into a deity, or should go about wearing a dozen suits of clothes one over the other."



The article continued by saying that "The man who keeps himself usefully employed at that which he does best, is an intelligent and satisfactory citizen, whether he gets rich incidentally or doesn't.

"The man who makes employment a means to the end of getting rich is pitiful and ridiculous—but neither so pitiful nor so ridiculous as those who worship him and his habit of wearing a dozen suits at a time, where one would adequately cover him."

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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
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Letter from General President **DAVE BECK**

I AM writing to you this month on the eve of my departure for Vienna to attend the conference of the International Confederation of Free Trade Unions as a delegate from the American Federation of Labor.

Next month I will tell you of the results of that conference and of the situation in Europe as it is today. This month, however, I wish to speak to you of two topics of much interest to all members of our union.

They are the contemplated working agreements of the Teamsters' Union with the longshoremen's unions, and the Southern organizational drive.

These two subjects are linked together. Back in Houston in 1934 I begged and pleaded for the Teamsters' Union to consolidate with the longshoremen along the Gulf Coast as well as in Atlantic and Pacific ports.

It was not within my power to make the decision then. If we had developed an agreement we would have been able to organize the South through joint economic action. Yet today, twenty years later, men are still seeking an agreement.

As you know, there are two groups of longshoremen with whom we are concerned at this time—the Independent Longshoremen and the AFL Longshoremen.

If it were not for certain constitutional problems within the AFL, we would by this time have effected a merger with the Independent Longshoremen.

Because of those problems we must do the next best thing for our organization. That means that we will start discussions immediately with the Independent Longshoremen to work out the most positive and binding agreement we can between the two organizations. This agreement will run for at least five years. We will also seek agreement with AFL Longshoremen at the same time.

When we are able to bring all of these great organizations together we shall use the financial power and the manpower available to us to do the greatest organizing job in the history of America.

We shall cast our eyes across the industrial map of the United States

and Canada and pick our spots. One of the most natural of these key spots is the South.

I know the problems of that section of the country and I am not discouraged. I know that the day is coming soon when there will be a complete revolution in the thinking of the workers and the manufacturers in the South.

There is a closeness and a kinship to be found in the South that is not to be found in any other part of this country. The spirit of unionism will be bound together by that kinship into a resolution which will be unconquerable.

When union organization really begins to roll in the South, results will come with the suddenness of a thunderclap. The storm has been lurking behind the mountain for many years; the deluge is about to begin.

We are going to build the Southern Conference of our union as a first step. This conference, one of the four which covers America, consists of ten states.

We are going to build that conference and we shall support it with whatever finances necessary. We shall see that the money is spent honestly, conscientiously, and to accomplish organization.

To me it was a wonderful experience recently to attend a meeting of the Southern Conference of Teamsters, and see along with the rest of our good people, members of the Negro race.

I repeat that our union does not recognize a color line. I care not whether that is popular or unpopular. I know it is right and you know that it is right. Everyone who searches his conscience knows that it is right. That is the basis upon which we are building this international union.

The Teamsters' Union does not care what a man's religion is, or what his race or his color or his creed is. All of us have the same hopes and the same desires. We all have a wish that our children shall have it a little better than we did.

These are the things your union will fight for in the South. Today in the ten southern states there is only a small percentage of the Teamsters' Union membership, but nevertheless, if we dedicate ourselves, I am sure that the day will soon come when it will be organized just as well as the rest of the land.

All of the problems I have mentioned are domestic problems, but in this day and age they cannot be separated from the problems of the rest of the world.

In our time our concern is with peace. The path to peace will be made easier if the world recognizes the philosophy that the standards of the common people must be elevated.

If we are able to leave behind us neither accumulated wealth nor great monuments, but the fact that we have well served our fellow man, then our lifetimes will have been well spent.

Fraternally yours,

A handwritten signature in black ink, appearing to read "Dave Beck". The signature is stylized with a large, sweeping "D" and a long, horizontal stroke extending to the right.

*Things Are Grim for Labor in Dixie,
But Hard, Determined Organizing Can
Answer Challenges Facing Unions*

SOUTHERN CONFERENCE SETS HIGH GOALS

FOR decades the South has been a region of comparatively low wages and poor working conditions. Today it is also a stronghold of right-to-work laws and tax-free corporations.

The delegates to the 14th annual meeting of the Southern Conference of Teamsters, convening in Galveston, Tex., May 4, took a long, hard look at these entrenched conditions and drew up expanded plans to combat them. A total of 93 delegates from 10 Southern states registered for the sessions. In addition, 102 visitors, including delegates' wives, were in attendance.

Primarily, conference delegates

launched determined efforts to achieve area-wide contracts in as many divisions of work as possible. Broken up by carpetbagger rule and reconstruction after the Civil War, the Confederate South may be first reunited by the Southern Conference of Teamsters, for actions were taken which may produce conference-wide contracts. Target dates for uniform opening dates on sales driver contracts promised even further unity.

A highlight of the conference was the reception given visitors from the International Longshoremen's Association. Ralph Massey, ILA vice president for the Gulf Coast area,

was given a warm reception. The conference passed a formal resolution endorsing the stand of the General President regarding the Longshoremen discussions on the international level.

At the annual conference dinner, May 6, General President Dave Beck told delegates that the Teamsters could have achieved a strong organization in the South years ago, if their organizing work had been coordinated with that of the Longshoremen.

"We would have effectuated organization in the South . . . to the benefit of the men of the waterfronts and to the benefit of ourselves as well," he said.

Later, he stated, "I'm not interested in the number of people (in the membership of the Longshoremen's Union) but in the economic strength of both organizations . . . used to achieve benefits for both organizations."

"We are ready to enter into binding agreements now."

At the opening session of the conference, Director Murray Miller told how Longshoremen at Houston, Tex., had been the first to come forward and offer help to the Teamsters when they began organizing there.

A report on activities in the 10-state area during the past year, made by Miller on opening day, was one



General President Beck speaks to delegates and guests at the annual dinner of the Southern Conference of Teamsters.

of promise mixed with caution. Miller told delegates that their international union would be one of the first to eliminate the wage differentials between Northern and Southern employers. He told of a four-state city cartage agreement negotiated in the Southwest, similar to one recently signed in the Central States, which he described as being superior to other area cartage agreements in some respects.

Referring to specific wage adjustments during the past year which indicated a dramatic rise in wage scales in the South, Miller said, "The fact our conference is now being recognized by industry as an integral part of the union is going to be of tremendous value to us. We are going to wind up with a 22-state city cartage agreement (i.e., because of joint activities with the Central and Eastern States Conference)."

"Last year, we participated for the first time in a national warehouse organizing campaign — the Montgomery Ward drive. . . . The accomplishment was worth it. . . ."

'TOOK A BEATING'

Taking a more serious note, the conference director said, "Most unions in the South took a terrific beating last year."

He called the then current strikes of the Southern communications workers and the non-operating rail unions as "strikes for survival."

"The South didn't gain membership last year, but it did hold its own."

He pointed out that this was done in spite of large layoffs in construction projects along the Gulf Coast and in Kentucky and Arkansas.

He told delegates that joint conference organizing programs are "in the works" and praised the efforts of local union officers in their current organizing programs.

"I can't remember the last letter that I have received in my office in Dallas complaining of local union officers," he commented.

Tom Flynn, director of the Eastern States Conference and an opening day speaker, also offered words of praise for work on the local level in the South. He recalled the founding of the Conference in a New Orleans hotel in 1942 and the diffi-



The General President, a visitor on the final day of the sessions, discusses convention accomplishments with Murray Miller, Southern Conference director.

cult days for Southern Teamsters at that time. Reminding that there was still much organizing work ahead, he said that Teamsters still have "57 varieties of agreements" in many of their divisions, and the great need now is for uniformity in these contracts.

HOFFA SPEAKS

International Vice President James R. Hoffa set the pace for the conference in his talk to the general session. He told the assembled business agents and local officers: "We don't need people who are dreamers in this international union. What we need is organizers."

Sounding a call for intensified organizing in the Southern Conference area, he said, "The workers of the nation have had full employment so long that they are deceiving themselves. They don't think they need organized labor."

Lester Graham of the AFL regional office in Fort Worth, told delegates that "labor has to take a strong offensive against the oppressive right-to-work laws . . . as that is the best defense." He praised the work of Teamsters in the South,

telling of his own past activities in the union.

A talk by Lew Harkins, director of the National Cannery Division, took on special significance as a result of a comment by Vice President Hoffa earlier in the sessions. Hoffa had stated that there are more non-union canneries in the South than most people realize, and he had suggested that these canneries were one of the truly fertile fields for organizing in the conference.

'ORGANIZE CANNERIES'

Harkins urged that Southern locals launch canneries drives. Workers in canneries are threatened with increased automation, he pointed out. "One cannery peeling machine can lay off 150 people," he reported. "We must offer union protection to workers whose livelihood is thus threatened."

Judge Ralph Yarbrough of Austin, Tex., the liberal Democrat who opposed Allan Shivers in the last Texas gubernatorial race, was introduced to delegates in the opening session. With strong labor support, Yarbrough came close to defeating the incumbent in the race. He cred-



Vice President James R. Hoffa spurred delegates to more gains.



Eastern Conference Director Flynn speaks to the delegates.



Vice President Einar Mohn praised progress in the South.

ited labor for his strong showing, and told Southern Conference delegates that he would come back with renewed strength in the next governor's race and defeat the "big millions and corruption" behind the present administration, indicating that oppressive Texas labor laws would then be abolished from the state of Texas.

"The right to join a labor union will be added to the other basic rights enjoyed by the citizens of Texas," he stated.

Among the actions and matters discussed in the division meetings were the following:

FREIGHT DIVISION

- Health and welfare plans.
- A \$5 minimum dues was voted for the freight locals in order to further organizing work.
- The conference director urged freight locals to set a \$5 minimum on dues, so that full-time organizers can be employed.

GENERAL WAREHOUSING AND SHIPBUILDING

• Conference Director Miller told this division that there were no joint negotiations and no uniformity of contracts and/or opening dates in the division and that they were sorely needed.

• Sam Baron, field representative of the warehouse division, compared the low wages in many Southern warehouses with those of their Northern counterparts and called for area-wide and nation-wide contracts



Texas gubernatorial-candidate Ralph Yarbrough was a speaker.

to better wage levels all over the nation. He reported wage differentials of more than \$1.05 an hour in some cases, for comparable work.

• A motion was made and approved to appoint a conference committee to plan organizing work among large warehouse organizations in the region.

• Local unions were called upon to make voluntary contributions to promote the work of the Warehousing and Shipbuilding Division.

• Conference Director Miller and Division Chairman R. B. Bunch both emphasized that local unions must work together for more uniformity in contracts and bargaining dates. Miller said that general locals are going to have "to put more time to sales." He cited bread and milk drivers as being mostly non-union in the South.

SALES DIVISION

• A target date, three years hence, was set, by which time it is expected that all bread driver contracts should have uniform opening dates.

• A similar target date was set for dairy worker contracts.

• The division voted the power of attorney to a special committee which will seek to negotiate an area-wide contract with one of the sales companies which has operations in several states.

• Also, the sales division went on record for uniform dates on all contracts with companies operating in more than one city and/or state. Director Miller warned the delegates for the achievement of such a goal to be effective, each local union must work closely with his office, supplying it with copies of contracts and questionnaire information.

• Division Chairman R. B. Bunch emphasized the need for picket-line clauses in all sales contracts. The division went on record for such clauses in all contracts.

• A resolution was introduced by W. W. Teague of Houston, calling upon sales driver unions to seek standard contract clauses giving leaves of absence for union activity. The division endorsed the resolution.

BUILDING AND CONSTRUCTION DIVISION

• Harold Thirion, director of the National Division of Building Material and Construction Drivers, explained the intent of the recent four-

way working agreement between the Teamsters, the Laborers, Carpenters, and the Operating Engineers, to protect their mutual interests. Thirion emphasized the need for jurisdictional peace in the building and construction trades.

- The division voted to establish a committee to draft uniform state-wide agreements, and, possibly, area-wide agreements, as well.

- Delegates voted unanimously to support the division and the international union in working toward national agreements for pipeline construction with national contractors.

TAXI DIVISION

- The Taxi Division discussed the need for accident-obligation clauses in all taxi contracts. Drivers in the area are often held responsible for accidents, whether they are at fault or not. Management in the right-to-work states fires an employee involved in an accident before satisfaction can be gained.

- The discussion brought out the fact that some general locals are reluctant to organize taxi drivers, "because of the added work to the local." The division urged that steps be taken to overcome this reluctance.

- Delegates felt that taxi locals today are getting more support from the International Union than ever before.

- The division planned an intensive organizing program during the coming year.

AUTOMOTIVE AND MISCELLANEOUS DIVISION

- This was the first meeting of the newly-formed division.

- A guest speaker was William Griffin, chairman of the National Miscellaneous Division. He told delegates of the tremendous increase in personally-carried parcels at department stores and urged Southern locals to get behind the campaign to have parcels delivered by Teamsters.

- The increase in the number of vending machines in the South was discussed and ideas presented for organizing vending machine operators.

- Griffin reminded the delegates that driver-salesmen are being told by management that they are professional workers, white collar work-

ers, and that they should want no part of labor unions. This false propaganda must be overcome in organizing them.

He predicted a tremendous field for organizing in the expanded frozen food industry and in vending machines.

THE LAWYERS' REPORT

Reporting on the lawyers' sessions, which ran simultaneously with the division meetings, David Previant, Central Conference of Teamsters attorney, told the delegates of the necessity of operating their hot cargo clauses cautiously. He warned that they should always get conference approval before invoking the hot cargo clause in a boycott.

Previant discussed generally the provisions of area-wide contracts. He warned that the NLRB is checking compliance with union registration requirements, postings of information for the membership, and similar matters. He urged business

agents to keep close watch on company check-offs, so that a company error might not bring legal troubles to the local union.

In conclusion, he said, "There is one situation in which we will always advise you never to take a chance, and that is striking in violation of contract."

As the conference drew to a close, officers for the coming year were selected.

Chairmen of the trade divisions for the coming year include: R. B. Bunch, sales division; Glenn Smith, motor freight; Floyd Weed, taxicab; Don Vestal, automotive and miscellaneous; Weldon Mathis, warehousing and shipbuilding; and Odell Smith, building and construction.

The following policy board members were appointed: Odell Smith, Arkansas; J. W. Morgan, Florida; R. C. Cook, Georgia; John Mofield, Kentucky; Paul Kuhns, Louisiana;

(Continued on page 30)



Attorneys representing local unions and joint councils of the conference met simultaneously with the general sessions to discuss many legal problems.



The Taxi Division held an enthusiastic session during the final day of the conference and discussed ways to strengthen contracts and handle grievances.



Flight of F-86H's, latest version of the famed MIG killer, fly away from burning "factory" after scoring direct napalm hits.

DEMONSTRATION IN DESTRUCTION

*Teamsters and Trucking Industry Leaders Witness
Fascinating—and Terrifying—Display of Firepower
Of Air Force's Latest Jets, Performing
In 'Fantastic Example of Precision'*

By EINAR C. MOHN, International Vice President

EGLIN FIELD, FLORIDA

OUT of the blazing sky they dove, four Thunderstreaks, the United States Air Force latest type jet fighters. They came, one from each quarter of the compass, at 650 miles per hour.

They met nearly head-on in a whirling, roaring scramble directly in front of us, watching from Range 52 of the Air Force's 800,000-acre proving ground here in West Florida. The spectacle wrung groans from us all.

'THEN THEY WERE GONE'

Then they were gone, each plane climbing in a steep chandelle high into the sky. An unemotional air force major explained to the crowd, through a microphone:

"The low planes were at nought feet—that is ten feet above the ground. As they passed, their wing tips were only five feet apart. The

top 'layer' was ten feet higher—that is twenty feet above the ground. The rate of closure as the planes met was 1,300 miles per hour."

This was but one instance in the precision flying, opening the USAF Fire Power Demonstration which took place May 10 at Eglin Field. Our group, including four representatives of our Union, attended the demonstration as part of the Civil Defense planning activities of the Independent Advisory Committee to the Trucking Industry. (ACT)

Present from the International Brotherhood of Teamsters were James B. Hoffa, International Vice President and head of the Central States Conference; Dave Sark and Albert Evans, International Representatives from Chicago and Baltimore, and the writer.

Industry was represented by Walter Carey, chairman of the American Trucking Associations Founda-

tion and co-chairman of the ACT Committee; Peter Serra, president of Rand Motor Express, and his vice president, David Spector; John Ruan, president of Ruan Transportation Company and his vice president, Harold Root; C. T. Jefferson, chief of transportation, Southern Division Associated Transport, Inc.; Col. Charles Baron, president of Charles Baron, Inc., of Chicago; and Gen. John M. Redding, consultant to the ACT Committee.

SEE LATEST WEAPONS

We had been invited to attend the demonstration by the USAF to see the latest weapons our Air Force possesses and to observe the skill with which they employ them.

More important, we were to see the kind of weapons we may have to face if war should ever come to our country. As the planning committee for the trucking industry for civil defense, we wanted to know at

first hand the exact nature of the problem.

'I WAS PROUD'

The things we saw were fascinating—and terrifying. I was proud of our Air Force.

One of the more spectacular events was a mass attack by low-flying jets on a mock railroad train. The plan called for the Air Force fighter-bombers to make two passes at the engine and cars—one with napalm bombs, jellied gasoline; and the second, a strafing run with rockets and .50 calibre machine guns.

The second run had to be cancelled. Nothing was left of the target except wisps of oily black smoke.

AN ANGRY MAN

Later in a demonstration of what a single F-86, the famous Sabrejet, can do, an angry man named Johnson, a flying Colonel, brought the crowd to its feet by wiping out a reinforced concrete "command post" in three flashing sweeps. First Colonel Johnson launched five-inch rockets directly into the building. On his second pass, he laid a 750-pound napalm bomb directly on it. Then while the mass was still spouting flame a hundred feet into the sky, he dropped two 250-pound general purpose bombs right into the center of the blazing target.

As he made his fourth run, he



Group from the Advisory Committee to the Trucking Industry shown at an airfield visit in connection with observations on fire control and civil defense. Left to right—Vice President Einar Mohn, Vice President James R. Hoffa, Major David O'Hara, USAF, John M. Redding, consultant to ACT, and Walter Carey, co-chairman of the committee.

was called off and given a new target because the "command post" had ceased to exist. His new target was an over-age B-24 Liberator bomber from World War II and he proceeded to obliterate it with one long burst from his guns.

For nearly two hours the air was filled with flashing rockets, with thudding bombs and skidding, speeding planes. The Air Force's new F-100 cracked the sonic barrier at 800 miles an hour in level flight directly in front of us. We saw a demonstration of toss bomb-

ing in which a fast jet fighter bomber actually throws a bomb for some seven miles.

In this maneuver, the plane climbed at the speed of sound and loosed the bomb at the apex of the climb. As the plane turned away, the released bomb continued to climb—we could watch its progress by a trail of smoke from a smoke grenade which had been fastened to the fin—in a long curving parabola, finally bursting miles away. By the time the explosion occurred, the plane which had "tossed" the bomb



Operational suitability testing of the giant 8-jet B-52 "Stratofortress" is one of missions facing the Air Proving Ground Command at Eglin Air Force Base. The B-52 will be the all-jet successor to the B-36 as the USAF's intercontinental bomber.

was fifty miles away. The maneuver is designed to allow the area bombing of large targets by planes which can avoid anti-aircraft fire in the delivery of their weapons.

One of the most interesting facets of the demonstration was the precision and timing which marked the work of the planes. As we left Keesler Air Force base at Biloxi, Miss., just after dawn, we were told that the Air Force's latest plane, the giant B-52, was to fly past the grandstand at Eglin Field at 15:59:30 hours. Translated into civilian time, that was thirty seconds before four p. m.

This B-52, the first to be delivered to the Air Force, took off from Seattle, Wash., at dawn.

At one minute before the specified time, we could sight the tremendous plane with two fighter jets flying in formation. The smaller planes looked like fleas buzzing an elephant. I checked my watch. All around me, others did the same.

We counted the seconds down, until promptly on the exact second, the plane passed the control point directly in front of us. It was a fantastic example of precision.

B-36 DEMONSTRATION

The Fire Power Demonstration closed with an Intercontinental B-36, its six propeller engines churning and four jet engines burning, strewing 30 tons of 500-pound bombs across the field in front of us in a solid stream of fire, flame and smoke stretching for a full mile and a half. Bombs were bursting on the ground in the long salvo while still other bombs were leaving the bomb bay of the bomber. The plane was flying at 10,000 feet. It was a sobering sight.

We who are helping to plan the trucking industry's part in civil defense at the designation of Val Peterson, Federal Civil Defense Administrator, had good reason to think long and hard of what all of us may have to face if atomic war should be brought to our nation. We realize the stark necessity of an adequate civil defense plan to avoid countless casualties. The trucking industry with its widely dispersed facilities serving every village and town in America will be

the heart of such a plan. This realization underlay the conversation of the entire party on our return.

But there was one more point which was driven home to me and to all of our party: the smooth, efficient manner in which our Air Force operated. This was no Prussian Guard spit and polish show. On the contrary, the men were working in an informal but extremely businesslike manner. It was the same kind of intense efficiency that you can see in any American workingman in any American business enterprise.

Young men and women who

make up our Air Force are taught to respect themselves and their jobs. They obey willingly and there is a very evident closeness between officers and men that only comes from a democratic way of life.

Every effort is made to provide the best means of recreation to these airmen and women. The barracks are clean and neat. There are theaters and service clubs provided to give our sons and daughters the best while they do their part in the defense of the country.

I was proud of the Air Force manner of doing even though the "doing" sometimes frightened me.

MECHANICS OF MERGER INVOLVE MANY DETAILS

NOW that the Executive Council of the American Federation of Labor has approved the draft of the constitution which will go into effect when the AFL & CIO merge, it is possible to tell you in detail how the new organization will work.

However, before it finally goes into effect, it still must be approved by the CIO Executive Council and conventions of the CIO and AFL.

FIRST CONVENTION

When the above steps have been completed, the first convention of the merged group will be called. There is every reason to believe that this convention will be held in the fall, and the new labor group will be functioning by year's end.

In general, the structure of the new organization will be that of the AFL.

At first there will be some duplication, overlapping, and conflict. The new constitution provides that the integrity and organizational jurisdiction of affiliates will be preserved. There is a constitutional declaration against raiding. There will be an attempt to get organizations together by voluntary agreement and try to straighten out various conflicts in jurisdiction. But it is recognized that both craft and

industrial unions are necessary, equal and appropriate means of trade union organization.

Initially, both the president and secretary-treasurer will come from the AFL. They will have substantially the same power under the new constitution as they have under the present AFL constitution.

A department of organization will be created headed by a director of organization who will come from the CIO at first. He will be appointed by the president, with the approval of the Executive Council. Also, within the new organization there will be created another department with the same status, duties and responsibilities as other departments now in the AFL. It will be called the Council of Industrial Organizations.

State and city AFL bodies and CIO Councils will go on operating with a mandate to merge within two years. During that period they will continue their present organizations.

FEDERAL UNIONS

Federal labor unions will also remain. When they are large enough they will be absorbed by an international or national union just as is

(Continued on page 26)

TEAMSTERS WIN HONORS IN ATA COMPETITION

Floyd J. Pemberton, a member of Local 299, Detroit, has been named Driver of the Year in the American Trucking Associations, Inc. annual contest, while members of Locals 600 in St. Louis, 222 of Salt Lake City and 224 of Los Angeles took runner-up honors.

All of the drivers were honored for acts of heroism as well as for excellent safety records.

Runners-up are James E. Backman, a Utah cement-mixing truck driver; Alexander Carr, a Missouri tractor-trailer driver, and Harley J. Lee, California driver of a tank transport.



Backman

Pemberton was cited for risking his life to save the lives of two women who were knocked unconscious and bleeding profusely in an auto accident near Lebanon, Ohio, on Christmas Eve. The modest ex-Marine failed to notify his company of his part in staying the flow of blood and extinguishing the flames of the auto. It was two weeks later before Ohio officers informed Commercial Carriers, Inc., auto transport firm, of Pemberton's deed.

The new Driver of the Year has driven more than a half million miles with one minor accident in which \$65 damage was caused when an auto hit the back end of his trailer.

Backman, a driver for the Utah Sand & Gravel Products Corp., was honored for his part in saving the lives of four persons trapped in a flaming two-car collision near Magna, Utah, last August 30.

Backman witnessed the head-on collision from about one-half mile away. He raced to the flaming wreckage, emptied his fire extinguisher to no avail, then backed his truck up and doused the flames with

150 gallons of "wash-out" water, normally used to clean the truck after disposing of its load of concrete.

Spectators had pulled two children from the wreckage, but until Backman put out the flames it was impossible to get near the other four living occupants. Two others were killed instantly. Backman was awarded a bronze star for combat heroism with the Army during World War II.

Lee, a Pacific Intermountain Express driver for System Tank Lines Division, was credited with saving the lives of ten persons who were overcome by exhaust fumes inside a panel truck. Lee, a driver with a record of 2,445,000 miles behind him without an accident of any kind, removed the ten members of two families and gave first aid and artificial respiration until help, summoned by a passing motorist, arrived with a respirator.

Carr was cited for using his truck to slow down and stop a passenger-filled bus in which the driver lay

slumped over the wheel dead of a heart attack.

The incident happened August 2 in St. Louis. Looking in his rear view mirror, Carr saw the bus coming from behind with the driver collapsed on the wheel. Carr set his



Carr



Lee

tractor-trailer in motion and let the bus nudge easily against the rear of the truck until it had slowed to a standstill. Carr drives for the Be-Mac Transport Company.

Pemberton and his wife were flown to Washington where they were honored by the President of the United States and officials of the American Trucking Associations and were presented watches by General President Dave Beck.

They were hosted at various affairs in the nation's capital and took a tour through the nearly-completed headquarters of the International Brotherhood of Teamsters.



Floyd J. Pemberton and wife talk with General President Dave Beck after he presented them each with wrist watches during their visit to International headquarters.



The raw material of the most delicious mushrooms is wetted down by George Horn, member of Local 294, employed at Knaust Brothers, Inc., who have recently negotiated a contract. In background is crane which lifts the compost, operated by Raymond O'Brien.



Trays are filled with chopped compost by Wm. Brandon, left, his father, Edward, and Joe Jung. P. Bigelis operates filler.

Million-Dollar Delicacy

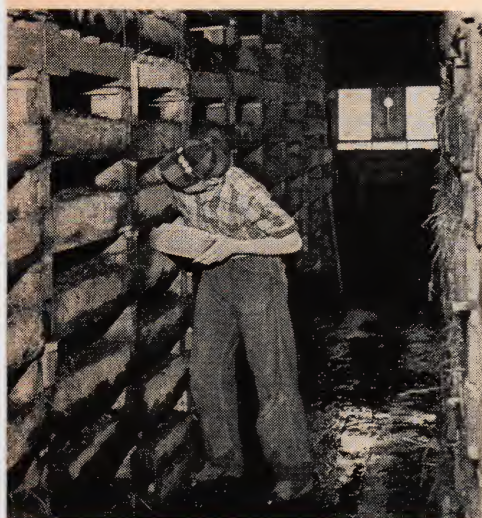
*There's Gold in Them Thar Mushroom Caves,
And Union Teamsters in Upstate New York
Are Helping to 'Mine' the Tasty Harvest*



A palletized load of filled mushroom trays are placed in pasteurizing room by Douglass Edwards. Each tray can be expected to produce about 20 pounds of mushrooms. After that the dumped compost may be used as lawn fertilizer.

MUSHROOMS are certainly no rarity today, yet only thirty years ago virtually every one eaten in the United States had enjoyed an expensive ocean voyage from Europe. Now the U. S. grows practically all its mushrooms. Many are Teamster-produced. One such Teamster-manned cave will produce enough mushrooms from one "crop" to make a head-to-stem line from the mouth of the cave near Catskill, N. Y., to the city limits of New Orleans, La.

Increased consumption has literally mushroomed the industry into a budding giant among the food and cannery businesses which provide much employment to Teamsters. The largest producer of mushrooms in the nation is Knaust Brothers, Inc., in Catskill. This company, which lays claim to canning 20 per cent of the world's mushroom production, recently signed a union shop contract covering over 400 of its production workers, members of Local 294, Albany, N. Y.



Trays which have been pasteurized free of all unwanted spores and seeds are seeded with spawn by George Oathout.



This is a closeup of growing spawn ready to go to the caves. It resembles ordinary mold. Estimate of size can be gathered from the box sides.

The story of Herman and Henry Knaust starts about 30 years ago when prohibition put brewery workers out of jobs and the industry folded up. The brewery owners decided they'd try growing mushrooms in their yeast cellars. The Knaust brothers decided to try it, too, so they invested their joint capital, about \$200, into a mushroom venture. Today that original \$200 business produces more than 50 thousand pounds of prepared mushrooms every day.

Virtually every mushroom grown today had its start and grew to delicacy atop a well-composted tray of manure. It is a complicated business, complicated primarily by the automobile. The raw product for mushroom culture is now limited primarily to race tracks. The Knaust brothers, for example, have a "field force" of ten men touring the race track circuits, so busy bidding for the stable staple for mushroom farms they haven't seen a race in years.

After the manure arrives in West Coxsackie it is mixed with various other materials such as lime, gypsum and, in some cases, even cottonseed hulls. This mixture is kept wetted down with hoses and constantly turned over and over by machinery so it will not catch fire and burn from spontaneous combustion. The workers seem quite unaware of the odor which assails unaccustomed nostrils as they fill shallow

Below: Soil for covering the spawn must be properly sweetened with lime, next ground to a powdery consistency, then sterilized. Frank Martin, Local 294 member, adds lime.

Below, right: In a cave, the prepared soil is spread over the trays of growing spawn by Robert Banks. The mushrooms grow in the rich soil in damp and complete darkness.

Bottom photo: The interior of a cave where mushrooms are grown. The stacks of trays can be seen at the right. Some caves have three levels in them and all admit trucks.



wooden trays with the composted material.

But this material may yet have living spores of undesirable fungus or live seeds within it, so the trays are subjected to high temperatures which heat the material to a point where it is, in effect, "pasteurized" and no living organisms can be present.

Meanwhile, in another quite different atmosphere and surroundings, "spawn" has been cultivated. Underneath the cap of a mature mushroom are little spores which carry the germ of new mushrooms. In a spotlessly white and sterile laboratory these spores are carefully propagated in dishes of agar solution. At the scientifically exact time these spores are introduced into specially-processed grains of rye. These grains, in quart milk bottles, are propagated in a "spawn room" under ideal atmospheric conditions. The rye serves as a vehicle to carry the spawn and as food for it to feed on until the trays of compost are "seeded" with it. One quart of spawn produces about 45 pounds of mushrooms.

Workers move through thousands of piled trays, seeding the compost





There are over 8,000 square bottles of spawn in this atmosphere-regulated spawn room. Each of the quart bottles can produce 45 pounds of mushrooms. Checking the bottles is Joseph Mickle. The room is lighted with ultra-violet bulbs, proven best for growing spawn.

with the rye "spawn." The trays are kept under ideal damp conditions for about two weeks. In the rooms the swampy-sweet odor associated with mushroom caves is already apparent. The kernels of rye put forth little "feelers" or filaments which grow down into the compost material. Wherever these thousands of filaments cross each other a mushroom is destined to appear.

When the two-week spawning period is complete, the trays are removed by the trailer-truck-load into the growing areas. Most Knaust mushrooms are grown in limestone caves which once were quarries for natural cement. When the brothers first started growing mushrooms because of the departed beer industry, they seized on another defunct industry for a growing place. These were the old abandoned ice houses which lined the banks of the Hudson River. In the days before economical artificial ice making machinery, Hudson Valley residents cut and stored the winter ice of the river, storing it in huge ice houses and transporting it by barges to Manhattan in the summer. Easily refrigerated and humidified by storing ice in them, these wooden build-

ings made a natural home for the tender little white delicacies.

Later the Knausts found an even better spot for their mushrooms; the caves. Now there are eight caves in operation. The natural cement business lagged when Portland cement became competitive and the mines lay dormant. With months of effort, the first mine was made ready. Fallen rock was removed. Lighting, pipes for heating and for water spraying were installed. Vents for air movement were installed. One cave at Whiteport has three levels in its 14 acres. The largest

These mushrooms, about a week old, are not yet ready for picking with tiny "pearls" in earliest stage. Quarter gives relative size.



is the cave at Binnewater; 35 acres. It is this one which could produce a "mushroom trail" to New Orleans. It can hold 68,000 trays, each one of which will produce, in a growing "season" of around three months, about 20 pounds of mushrooms. There are from 35 to 40 mushrooms per pound. A little fast pencil work will show a production of about 54,000,000 mushrooms. And, at an estimated one and a half inches each, those mushrooms would just about make it to New Orleans if laid head-to-stem . . . a tedious task but fascinating to contemplate.

When the trays go into the caves, they are honeycombed with spawn filaments. They are then covered with a shallow overlay of sterilized and prepared topsoil. In 10 days to two weeks the first mushrooms are ready for picking. Research has discovered that a temperature of about 55 degrees with a relative humidity of from 40 to 50 per cent is the ideal condition. The trays are racked atop one another with about eight inches between them so pickers can work the trays. Each rack is piled higher than a man's head. The pickers, both men and women, straddle the aisles between them to do picking from the higher trays.

The mushrooms appear as tiny little "pearls" and each tray is picked over several times since not all mushrooms start growing at the same time nor do they all grow at the same rate. When it is judged that a tray has finished its growing, the contents are dumped since the nutrients and minerals have been absorbed by the mushrooms.

In a spotless laboratory, spawn is cultured in agar solution. It will treat rye grains for sowing. Cecilia Gentalen is technician.





The grown spawn is emptied from its bottle by Adelia Edwards. The rye grain is a temporary "host" for the mushroom spores until seeded onto trays.

Right: Pickers at work on trays of mushrooms in the growing plant (above ground) at Alsen are Floyd Newkirk and Edith Moxham. Only light is from the head lamps they wear; photograph was by flash.



Not all the Knaust production is in caves and ice houses. Several "hot houses" also operate. These are, like the ice houses and caves, kept cool and damp. The tray crop plant is at West Coxsackie; the spawn plant and laboratory at Catskill; ice houses at New Baltimore, Coxsackie and Coeymans; hothouses at West Coxsackie and Alsen and caves in the vicinities of Rosendale and Kingston. To carry the materials around these installations, Knaust Brothers maintain a fleet of 40 trucks, including 15 tractor-trailer rigs. All the trucks are driven by members of Local 294. In fact, since last March 13, every Knaust employe is a member of Local 294, for it was on that date that a contract which provided for a union shop was signed. This made Knaust Brothers the largest processor of

union-grown mushrooms, which they market under the trade names of "Cavern" and "Elf." All good unionists will be interested in watching for those trade names when buying mushrooms. Inasmuch as more than 15,000,000 pounds a year are processed, no one should have any trouble finding "Cavern" or "Elf."

DRESS LIKE MINERS

The members of Local 294 employed as pickers at Knaust wear rigs like miners; headlamps with batteries which hang on belts. They move through the caves and growing houses in complete darkness. Their deft fingers follow the play of their headlights' beams as they pull the mushrooms and drop them into pails. These pails are then emptied into larger containers and the mushrooms are rushed out for processing,

A truck rumbles out of the side of a hill as a load of trays is returned for filling. Eight caves have a combined area of about 150 acres and make the firm the world's largest growers of union-produced mushrooms sold nationally as "Cavern" and "Elf" brands.



Warren Knaust, left, son of one of the two founding Knausts, chats at mouth of mushroom cave with Fred Ostrander, B. A. of Local 294. The Knaust operation employs more than 400 members of Albany local.

since mushrooms change color rapidly, once picked.

The present-day complete unionization of the world's largest mushroom packer's production force stems from a drive begun last September. Eventually 340 out of 420 workers signed preference cards for The International Brotherhood of Teamsters. A strike of four-week duration preceded recognition and the signing of the contract. Now that production has been begun again, the workers are happy with their improved wages and working conditions. They are enthusiastic in their intentions to make their product superior to all others and more desirable, not only to the buyers for families of organized labor, but to the public at large.

Highway Expansion—A Must

We are facing a grave highway crisis because our roads have not kept pace with increased traffic. Although the number of vehicles on the road has about doubled since World War II, highway construction has lagged far behind.

We are suffering from hardening of our traffic arteries. Our highway system is inadequate and obsolete. Our roads are choked and clogged.

A bold, realistic long-range plan for new roads must be started now. It is economic folly to continue to bear the cost of inadequate roads in time, money, deaths and accidents. Good roads don't cost, they pay.

The nation wants and needs safe and adequate highways. Because it does not have them, the nation's drivers are paying a penalty of close to \$4 billions yearly—through traffic delays, higher costs of transportation because of congested traffic, and most important of all, accidents, injuries and loss of life. Some 38,000 people lost their lives in traffic accidents last year. We are now paying more for car insurance than for construction of highways.

Not only must we catch up on our accumulated needs but we must also plan ahead for expanding traffic demands. The U. S. Bureau of Public Roads has predicted that highway travel will be double the present volume by about 1970. A highway construction program started now will enable us to maintain adequate roads 10 years from now at much lower costs. In addition, such roads are vital to our national defense.

Overhauling our highways is good business. Our entire economy and way of life is patterned around the automobile, the truck, and the bus. Lack of adequate roads will jeopardize the very life of the nation as highway travel increases in the years ahead. We cannot wait. We cannot ignore these future needs. Good roads are a sound investment in the future of America.

Highway construction will contribute to economic expansion and to full employment. A large-scale road-building program would provide employment and stimulate industry.

The International Brotherhood of Teamsters has a deep and continuing interest in the successful expansion of our highway system.

It stands ready to do its part for better roads. It believes that highways are vitally important, and that adequate roads are the concern of every citizen.

It urges all citizens and all groups to join forces in support of a bold, soundly-conceived highway construction program to eliminate traffic congestion and to stimulate national economic growth. Our primary concern should be to get the new program started now.

Dairy Month

June is being celebrated as "Dairy Month" by everyone associated with the dairy industry.

Teamsters have a big stake in the effort to bring home to the American people the importance of milk and related products. Recent efforts on the part of the industry to make the public more fully aware of the value of milk are commendable, but there is still a big job to do before the full importance of milk is generally realized.

Nutrition experts are allies of the dairy industry, for they are urging people to drink more milk. And in this endeavor they are fighting the food fadists who see in every glass of milk some more poundage. It is time that people awakened to the realities of milk and its relation to good health—and June is a good time to bring some of those realities home to all consumers.

The 1955 Truck Check

Early this month Teamsters throughout the nation will be engaging in the 7th Teamster Safety Truck Check. By this time the procedures we utilize are familiar to checking teams from the local unions and joint councils. In fact, as the announcement of the checking kit in this issue indicates, so familiar are our people with the checking program that it has been possible to drop some items which have been used in previous years.

The fact that our members are familiar with the procedures should not cause our checking teams to be careless or slipshod in the execution of their responsibilities. We want this to be the best truck check yet held—and we are certain it can be with the full cooperation of everyone from midnight June 5 until midnight June 10, when the checking effort ends.

A Strong Support

We have been reading a great deal lately about the bright new future which the economists tell us is ahead and these luminous promises seemed to have found additional argument through a monumental study of the Twentieth Century Fund.

This organization made a major survey some years ago and one of the remarkable things about the study, in retrospect, was the way in which the expansion of the then future, was underestimated. If the new study underestimates the future, we are indeed in for some long range prosperity.

Such studies and forecasts which take the long view

prompt a few observations. In the first place, in all of these studies relatively little is said in the commentaries on the study about the fundamental role of organized labor. The fact is that trade unions have been responsible for pushing the standard of living up and up through improvement in conditions, increases in wages and shortening of hours. As the result of the efforts of labor through collective bargaining, purchasing power is greatly increased and general prosperity greatly expanded. Organized labor thus becomes a strong support for prosperity, present and future. And the editorial writers and commentators would do well not to forget the role of labor as a great bulwark of prosperity.

Another observation in connection with these bright new promises of the future is the fact that the working people are concerned with prosperity here and now more than they are 10 or 20 or 30 years from now. Working people are glad to know that their children and grandchildren will have a fine new world, but they are also interested in enjoying a few dividends of prosperity. And so good union people everywhere are not bewitched by the bright promises to the extent that they neglect the problems of today—problems of protecting advances already made and problems of utilizing the procedures of the trade union to win new gains. If unions take care of things now, the future may indeed be a prosperous one for all.

Labor Builds

Washington, D. C., is having something of a boom in the construction of labor union headquarters building. The newest and latest structure is our own International Brotherhood of Teamsters' new home which will be occupied this month. Last month President Eisenhower helped in the laying of the cornerstone of the new American Federation of Labor building, just across the park from the White House. And last month the cornerstone was put into place on the new home of the International Association of Machinists.

In the meantime, the International Union of Operating Engineers began excavation for foundation work on its new building and steel was up for the new home of the International Union of Electrical Workers (CIO).

Washington is becoming more and more a headquarters city for international unions. Some have moved to the city recently and have taken quarters in already existing office buildings and others are planning a move here before too long.

The necessity and desirability for mutual cooperation plus the increasing role of Government have been considerations which have developed the trend of labor unions moving their offices to Washington. The center of political gravity is in the Capital City and labor unions realize that this city is becoming more and more the No. 1 site for the place from which to direct all their operations.

The ICFTU Meets

By the time these words appear in print and are distributed to the membership the International Confederation of Free Trade Unions will have held its biennial congress at Vienna, Austria. Many important items were on the agenda for discussion, not the least of which was the great influence that the world trade union movement is having in turning back the tide of subversion in the underdeveloped areas of the world.

The American delegation was a strong one with representatives from the American Federation of Labor, the Congress of Industrial Organizations and the Mine Workers. General President Dave Beck was a member of the delegation and his experience and contacts with leaders in labor affairs on the international scene were certainly assets to the delegation from the United States. A report from the general president when he returns will prove both interesting and informative.

A Belated Increase

Congress this session will undoubtedly pass some sort of increase in the minimum wage. The critical question is: how much will the increase be. The Administration is asking that the new minimum be 90 cents while most of labor is asking the floor be \$1.25. The American Federation of Labor has made some strong and persuasive arguments for a higher minimum, but whether these arguments prevail or not remains to be seen.

A number of industries have workers who are below the 90-cent minimum. A recent survey shows that the following ratios of workers in the industries are below the proposed new minimum: almost 14 per cent of textile workers; 25 per cent in lumber and furniture; 11.3 per cent in food and kindred products; 16 per cent of leather and leather products employees; 9 per cent in miscellaneous manufacturing; 13 per cent of the tobacco workers. The top industries by numbers are textile and lumber. Estimates indicate that more than 275,000 textile workers and more than 225,000 lumber and furniture workers are below the 90-cent level. More than 100,000 food and kindred products workers are under 90 cents and these three groups account for a substantial share of the industrial workers who get less than 90 cents.

The increase in the minimum is one which should be made without delay. The underpaid deserve a decent wage break. Moreover, the fact that hundreds of thousands are underpaid is a solid economic fact which has a strong impact on other workers. Trade unions with good contracts are by no means alone in the wage picture. The great body of low-paid workers has a downward pull on the higher paid—we are all in the wage situation together in a sense. We all need the help that a decent minimum will guarantee to the low-paid people of America.

Automation: A New Era

*Now We Have Machines Which Operate
Other Machines; It Heralds a New Era
Of Abundance—and a Massive Problem*

By AL WEISS, Chief Economist
International Brotherhood of Teamsters

AUTOMATION, the new word which has been creeping into our vocabulary during the past year, means simply that machines are controlled by other machines, instead of men.

"Automated" machines have brains guided by impulses from punch cards, electronic tapes or other automatic devices such as the thermostat which turns your home furnace off and on.

In brief, two factors are involved in automation: a machine to do the work and an electronic brain to guide it.

REPLACES HUMAN CONTROL

Automation is not mechanization. Mechanization means replacement of *human labor* by machines while automation is replacement of *human control* by machines.

In mechanization a man thinks for the machine; in automation a machine thinks for a machine. In mechanization a machine does the work but a man regulates it; in automation a machine does the work, but another machine regulates it.

Automation has made great progress in automobiles, steel, communications, oil, chemicals, radio and TV manufacture, canning and bottling, cigarette production, foundries, and many other industries.

Why are we concerned with automation? Because fewer workers are producing more goods. In January, 1955, for example, about 12½ million workers were able to produce as much as 13½ million produced 14 months before.

Here are some specific examples of automation: The Ford engine plant in Cleveland has one man controlling a unit the length of a football field which performs 540 sepa-

rate operations and turns out 100 engine blocks an hour. Forty-one men are now used, instead of 117.

One man literally has finger-tip control over a new chemical plant at Marcus Hook, Pa. This is no Rube Goldberg cartoon fantasy but a down-to-earth reality.

Two men in a Chicago radio plant assemble 1,000 radios a day with automation. It used to require 200 men.

In the oil industry, automation has advanced to the point where a handful of technicians can run an entire \$40 million plant by remote control from a panel of instruments.

In some plants the entire canning process, including the manufacture of the cans and cartons, is completely automatic.

Sheet metal is fed into one part of the machine, cardboard into another part, and the produce to be canned into a third. The remainder of the process is automatic: the metal is cut, rolled, and soldered; the end is put onto the can; the can is filled; the air is exhausted; the can is sealed; a label is affixed; a group of cans is packed into a cardboard container which meanwhile has been automatically assembled; and the container is sealed.

But most automation experts believe that the displacement of workers will go farthest and fastest in the office, through the use of electronic computers. You feed them data on payroll rates, income-tax data, overtime, social security, etc., and they make out the payroll and print the checks. They also handle the highly complex work of inventory control.

For example, and of interest to the warehouse locals of the Teamsters, a large wholesale mail-order

firm in Chicago recently installed a device called the Distributon, for inventory control purposes.

The Distributon can make available immediately: total orders to the instant for any catalog item; printed record of transactions for any item or items; printed record of the complete inventory in less than three hours. It can sort figures into 39,000 classifications, adds as it sorts and registers all totals. Ten clerks now do the work 60 clerks used to do.

One authority maintains that the record-keeping and filing functions of an insurance company, which now require a 15-story office building and a large staff, will be replaced by an electronic computer, two operators, and a small room.

A CHANGE IN YOUR LIFE

Automation is going to mean a great change in your way of life, particularly in the way you earn your living. It will cut down the need for unskilled and semi-skilled workers while increasing the demand for engineers and skilled mechanics.

Automated plants report that almost half their workers are maintenance men. Automation removes routine and uninteresting work; it removes human drudgery; it also removes jobs.

Automation can give abundance to all within the foreseeable future if economists are right. They predict the average worker will soon produce as much as five men do now.

But this abundance for all can come only if everybody is working. No matter how efficiently a company can turn out goods it will fail if it lacks customers, and today five out of six workers are wage earners.

Without jobs they have no income; without income they cannot buy; if they do not buy, factories will close.

It is useless to speak about the progress of machines without also speaking of the equal progress of men. Machines are designed to work for the economic welfare of men. The machine was made to serve man, not man the machine.

Automation improperly used can create a nightmare in which men walk idle and hungry. To avoid that nightmare will require the best brains of all segments of our economy, including the Federal government.

Employers say that displaced workers will find jobs making the revolutionary new machines. The fact is that production in the electronic industry rose more than six times faster than employment from 1947 to 1952.

HE IS BROKE

It takes time for new industries to develop and take up the slack in employment of automated industries. It's small comfort to a man who's been displaced by a machine to know that over the long run things will work out. In the long run, he will be dead—in the meantime, out of a job, he is broke.

We must increase mass purchasing power by organizing the unorganized to bring their wages up to union scale. This also means guarantees of employment to maintain living standards.

The Government must establish a higher minimum wage; higher pensions, social security benefits, and unemployment compensation. There must also be stable income for farmers and public works programs to provide the low-cost housing, schools, hospitals, and highways which will raise the living standards of all our citizens. Consideration should be given to lowering the retirement age from 65 to 62 or to 60 for social security benefits.

Our schools face a real challenge and problem in an automated society, in educating our children and retraining displaced workers. Schools must reduce to a minimum the "unskilled" for whom there will be little need and prepare our youth for a society which stresses skill,

training, versatility, and a high degree of adaptability. They must also train people to enjoy the leisure of a shorter workweek because that seems an obvious answer to automation.

But it remains the job of the union to see to it that the workers who are the immediate victims of automation do not suffer in order to benefit society as a whole.

Greater productivity makes better standards possible, but it is the trade union, through collective bargaining, which insures the working man of a fair share in the fruits of automation.

For the working man, the answer to automation is unionism.

The union's program must have two objectives: (1) To maintain, even increase purchasing power so workers can buy as much as they produce; and (2) to protect workers directly affected by automation.

To accomplish this, the union must insist on contract provisions that will provide:

1. A joint union-management committee to study problems arising from automation.

2. New and higher job classifications and rates for workers on automatic equipment because of increased responsibility and productivity.

3. Production bonuses.

4. Revision of seniority and transfer provisions including prefer-

ential hiring, to give displaced workers a better chance to get other jobs.

5. Protection of income and dismissal pay.

6. Provision for training and retraining at company expense of automation workers within the plant.

7. Protection of seniority.

Automation can create higher living standards and more leisure through a shorter workweek. It can be a boon to workers.

But it can do these things only if its benefits are distributed wisely and justly; if labor shares adequately in its benefits.

NOT IMPEDING PROGRESS

By insisting on the right to bargain on wage and other problems growing out of automation, unions are not trying to impede progress. On the contrary, workers assured of protection and safeguards won by their union will accept changes more readily.

What labor wants is a planned transition, with shock absorbers to soften the bumps on the way to an abundant life for all America. Labor insists that proper steps be taken, by industry and by government, if necessary, to protect wage earners.

Labor is for progress. It will not stand in the way of automation, but it will insist on sharing in the benefits brought about by the thinking machines of tomorrow.



One man, an endless line of machines—that's automation in action. This is automation in a biscuit and cracker plant, but the scene can be duplicated in any industry.

TEAMSTER ATTORNEYS MEET IN CAPITAL



Speaker at the dinner of the lawyers' conference was Simon E. Sobeloff, United States solicitor general.

EIGHTY lawyers from all parts of the United States representing joint councils and local unions met in Washington last month for the annual session of the National Conference of Teamster Lawyers. The meetings were held May 11, 12 and 13 with a wide range of topics on the three-day agenda.

On May 12 the lawyers had as their guest speaker at the annual dinner Simon E. Sobeloff, solicitor general of the United States.

Panel discussions in "workshop" sessions included such topics as the forthcoming AFL-CIO merger, problems of health and welfare plans, state and Federal legislation and current decisions of courts and regulatory boards affecting Teamsters.

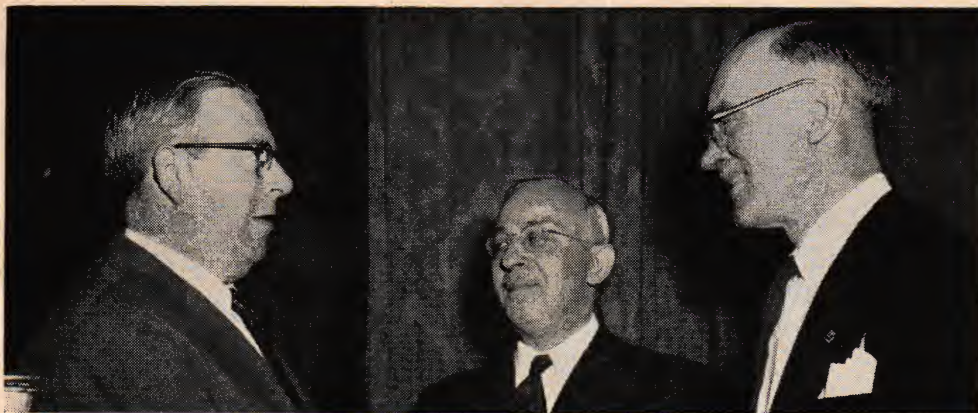
An informal view of a work session at the lawyers' conference. Left to right—P. H. McCarthy, San Francisco, Calif.; Herbert M. Ansell, Los Angeles, Calif.; C. I. McNutt, Des Moines, Iowa; John C. Stevenson, Los Angeles, Calif., and Walter Wencke, San Diego, Calif.



The whole range of legal problems of the International Brotherhood of Teamsters was discussed in the annual lawyers' conference in Washington last month. In this view of an informal session are shown (from left) Fred Tobin, Washington, D. C.; James Landye, Portland, Oreg.; Norman Zolot, Hamden, Conn.; Edward Davis, Philadelphia, Pa., and Sidney E. Cohn, New York City.

The Board of Governors of the National Conference of Teamster Lawyers met during the Washington sessions. Seated (left to right) Harry Craig, St. Louis, Mo.; Lester Asher, Chicago, Ill.; David Previant, Milwaukee, Wis.; Clarence Beck, Salt Lake City, Utah, conference chairman; Sidney E. Cohn, New York City, and Edward Davis, Philadelphia, Pa. Standing—P. H. McCarthy, San Francisco, Calif.; Norman Zolot, Hamden, Conn.; L. N. D. Wells, Dallas, Tex.; John C. Stevenson, Los Angeles, Calif., and Matthew O. Tobriner, San Francisco, Calif.





Two of the guest speakers at the lawyers' conference are shown here with the conference chairman. Left to right—Vice President Einar Mohn; Conference Chairman Clarence Beck, Salt Lake City, Utah, and Solicitor General Simon E. Sobeloff.



A banker's views on trust funds are given here by Charles P. Markey, president of Manufacturers' Trust, New York City. Others in photo are (from left) Walter Wencke, San Diego, Calif.; Clarence Beck, Salt Lake City, Utah, and Howard Stengle of Manufacturers' Trust.



Legal opinion from all parts of the country was elicited from members attending the lawyers' conference. Here are shown (from left) Matthew O. Trobriner, San Francisco, Calif.; Al Weiss, Teamster economist, Washington, D. C.; P. H. McCarthy, San Francisco, Calif.; John C. Stevenson, Los Angeles, Calif.; Norman Zolot, Hamden, Conn.; C. I. McNutt, Des Moines, Iowa; Walter Wencke, San Diego, Calif., and Clarence Beck, conference chairman, Salt Lake City, Utah (the latter two facing away from camera).

A view of the general session of the National Conference of Teamster Lawyers meeting in Washington, D. C.



1955 TRUCK CHECK

Being *STREAMLINED*

THE 1955 Teamsters' Safety Truck Check will be a streamlined affair, according to plans worked out by the International Office. The National Over-the-Road Division which approved the truck check at Chicago in April recommended that the current checking campaign be streamlined insofar as possible.

Teamster officials feel, according to Vice President Einar Mohn, that local unions and joint councils are so familiar with the checking procedures that they do not need all of the supplies and equipment which were required in previous campaigns.

The checking kits which will be in the hands of locals and joint councils well in advance of the June 5-10 dates will include only three items:

1. The checking card which is unchanged. This card form which has been found satisfactory will remain the same as in previous year with the exception of the color—the color is orange and white. Last year the color combination was blue and white.

2. A poster for the use of bulletin boards, union halls, etc., will be the same with "7th" substituted for "6th."

3. An approval card showing that a driver has been checked (see illustration) will be used this year in lieu of the due book stamps. The wide use of business record machines makes the use of due book stamps impractical. The approval card, good for the truck check only, will be used.

Not included in the 1955 kit are: the identification badge; the union service sign sticker; the checking sticker and due book stamps.

Locals will have received a supply of Truck Check stickers for use on outgoing mail. These are used to call attention to the campaign.

The illustration shows three items from the 1955 Teamsters' Safety Truck Check kit:

- Poster:** A black and white poster with a red border. It reads "7th TEAMSTERS' TRUCK CHECK" in large, bold letters. Below this, it says "MIDNIGHT JUNE 5 to 10 MIDNIGHT" and "INTERNATIONAL BROTHERHOOD OF TEAMSTERS".
- Approval Card:** A card with a black header that reads "7th TEAMSTERS' SAFETY TRUCK CHECK". Below the header, it says "APPROVED JUNE 1955" and "CHECKING AGENT". At the bottom, it reads "This card serves only as your 1955 Truck Check approval. It serves no other purpose." There are two checkmarks on the right side.
- Checking Card:** A card with a black header that reads "7th TEAMSTERS' Safety TRUCK CHECK". Below the header, it says "1955". The card contains several fields for information: "EMPLOYER'S NAME AND ADDRESS", "DUE BOOK NUMBER", "DRIVER'S NAME", "COMPANY OWNED" (checkbox), "LEASED" (checkbox), "DRIVER'S LOCAL", "DRIVER'S CITY & STATE", "UNION" (checkbox), "NON-UNION" (checkbox), "DRIVER'S DUES STANDING AT END OF MAY" (checkbox), "DRIVER'S RATE & TYPE OF PAY", "WHERE TRUCK WAS CHECKED", "DATE", "WHERE WAS TRUCK FUELED & SERVICED?", "COMPANY TERMINAL" (checkbox), "SERVICE STATION" (checkbox), "ADDRESS OF SERVICE STATION", "CHECKER'S NAME & LOCAL NUMBER", "DOES TRUCK HAVE PROPER SAFETY EQUIPMENT AS PRESCRIBED BY I.C.C. OR STATE LAW?" (checkbox), "YES" (checkbox), "NO" (checkbox), and "NUMBER OF MILES THIS TRIP". At the bottom, it says "PRINTED IN U. S. A."



By LEROY M. PELKIN, Local 135, Indianapolis, Ind.

MISTER, I'm a truck driver, but I'm scared to death of you. It's pathetic that I should be because you might be my best friend, or the old chap next door or just the kid around the corner.

I'm scared to death of you because you drive an automobile, but don't get me wrong—it's not because you drive, but the way you drive that scares me.

DRIVING 20 YEARS

You say you've been driving 20 years, that your car rides like a dream, has wonderful control and practically drives itself.

I say, "So, what. Maybe you've been practicing your mistakes for 20 years, too. And as for the car driving itself—brother, that's just what's happening."

Why don't you put your gray matter to work?

You aren't such a bad fellow. You don't beat your wife, you buy ice creams for the kiddies, you've only knocked your mother-in-law down once.

But once you get into your automobile you became a rushing, yelling, inconsiderate maniac intent on pushing, shoving, and shouting your way through traffic. You don't know where you're going, but you've never got more than a few minutes to get there.

Legally you probably don't break any laws. All you do is endanger everyone's life who is on the road with you. It's a shame, but you can't be arrested for not thinking.

Bluntly, your driving stinks. I have to contend with you, not knowing why, where or when you're going to do anything next, at the same time knowing you believe you're in complete control of your automobile. In reality it is nothing more than a couple of tons of potential destruction with you in command.

I consider it a responsibility to drive, whereas you think of a car as a plaything. Believe me, a car is not a plaything. In fact, with you in command a car is practically a weapon. That's hard to swallow, isn't it? No, I'm not talking about some other guy. I'm talking to you and about you.

NO PERFECT DRIVER

The sad part of it is, you can't believe I mean you. There's no such animal as the PERFECT DRIVER. There are good drivers on the road and you should be a mighty thankful boy that they're around, because they're the only reason you're not the owner of an epitaph.

They do your thinking along with their own, but instead of thanking them, you try to bluff them off the road.

It's ironic, for while you believe you're perfect and beyond learning anything from the good driver, he's busy learning from you. He's doing it in reverse. He's learning *how not to drive*. He *knows* he makes mistakes, but unlike you, he tries to correct them, whereas, you in your ignorance are oblivious to them.

I hope I'm not boring you with this talk, because you certainly don't bore me with your driving. There's just no room for boredom with you on the streets. In fact, there's just no room with you on the streets.

You could change the whole situation simply by trying to treat the other fellow square. It might involve nothing more than taking your foot off the gas pedal for a minute, or applying the brakes, possibly touching the horn. Then again it could be something strenuous like looking in your rear-view mirror or giving a hand signal before making any sudden moves.

LIABILITY TO ALL

Of course, I realize that would be giving other drivers an even break. It might even cause you to lose a few minutes or miss a stop light. And don't tell me that the way you drive is your own business. From the moment you start your car it becomes my business as well as yours. You're a liability to everyone in your path. We have no way of knowing what side of the road you'll choose for your own or where you'll pop from.

A rattlesnake gives a warning before it strikes—why don't you? Just give me the *slightest hint regarding your intentions* and you can have the entire road. This little boy won't be on it—he'll be parked as far off the road as he can get, and happy to be there.

Believe me, it's no disgrace to slow down or stop when things don't look right. At night, that red thing ahead may not be just a reflector on a mail box; it might be a flare trying to warn you of danger or an accident. Don't wait until the last minute, then try to stop on a dime, because some day that dime won't be there.

The next time you see a truck driver in trouble on the road, stop

and see if you can be of some help. It won't cost you a thing and actually it's your duty. You owe him an obligation as a fellow driver. And believe it or not, he isn't an opponent trying to race you to the next town, but probably the guy who'll be pulling you out of your burning car one of these bad nights when you don't make that curve in the rain.

CERTAINLY NO SAINT

I'm just like everyone else, just a human being. I've got my weaknesses and vices. I'm certainly not a saint. I don't put myself on a pedestal or think I'm perfect. But I try to treat the other man square, even to the extent of helping you if you are in trouble . . . you who I actually despise for your selfish ways of thinking and driving. But at the same time I'm giving you a hand, I'm wondering if you would help me under like circumstances. I don't honestly believe you would. Somehow you just can't spare the time. It even involves too much effort for you to dim your headlights, doesn't it?

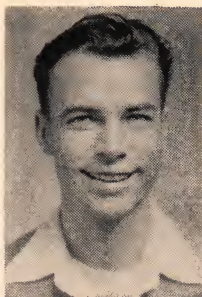
If I'm overly critical I'm sorry, but I'm simply trying to impress you with the seriousness of driving an automobile . . . with the responsibility it involves. And that responsibility rests on your shoulders. I just hope they're broad enough to support the load. I guess I'm pretty stupid for hoping this will penetrate your thick skull, but there must be some way to jar you from your false sense of complacency.

Can you realize that I don't mean someone else, that I mean YOU. YOU, who at the present moment are reading this. If I were to say you're an excellent driver, you'd agree, but because I say your driving is lousy, you think I mean someone else.

An automobile doesn't make mistakes or cause accidents, you do! You command it. You can make it as harmless as a baby buggy or as dangerous as a tank. So control yourself, because if you're out of control, *so is that car*.

Do us all a favor and leave your troubles at home. If your wife won the fight, remember that she's the one you're mad at, not me. Don't

push me around because your wife bullies you. When you get under that steering wheel don't change from the meek, little fellow who won't talk back to his wife, to a tough guy in an automobile. Brother, you're formidable with a couple of tons of iron to back you up. Sure you scare me. Aren't you proud of yourself? Well, I'm proud of myself too. I'm proud because I have sense enough to be scared of you.



Pelkin

even cost you a few minutes or cause you to lose position. I know I shouldn't make such high demands of you, but I'm not demanding, I'm merely hoping.

While I'm hoping, I hope I'm not around when you meet another driver who thinks and drives the way you do, a guy who won't be bluffed. Results will not be pretty. You'll show him, but you won't be able to show anyone else your ability for a while! Too bad you won't see the nurses until they take the bandages off your eyes, isn't it? I say it's too good. Too good for you that you got off so lucky. Because you'll be on the road again soon. Too soon, as far as I'm concerned.

You won't profit from your experience. Instead, you'll become calloused to accidents, because you came out of one all right. You're not afraid of another, but I'm afraid, Brother—I'm afraid of an accident with you.

How do you feel, knowing I'm scared of you? Does it make you feel big and brave? It would make me feel mighty small, because I'm not afraid of you personally. I'm afraid of, *YOU DRIVING YOUR CAR*.

Who do I think I am telling you what to do and passing judgment so freely?

I'm asking you to show consideration to your fellow drivers. Yes, I'm fully aware of the tremendous sacrifices you'd have to make . . . the terrible price you'd have to pay. It might

First, I'm not telling you to do anything, I'm asking you; second, I'm a truck driver.

Before you get the idea I think all truck drivers are God's gift to the highways, let me say this: In all businesses there are people who do their job and there are people who do at it, so there are those who drive trucks and there are truck drivers.

A truck driver isn't the big burly rough-neck with all brawn and no brains as the movies so many times characterize him. Not by a long shot, Doc. The truck driver of today is a professional driver. To him, driving is an art, a science and a responsibility. He has far greater comprehensive powers than you regarding traffic situations and road conditions.

Trust him, because he's worthy of your trust. Treat him square because that's the way he's treating you, whether you realize it or not. He's your big brother of the road trying to warn and protect you. He knows what he's doing. You just think you do. He knows that every time he gets in his truck he's gambling his life on you and those like you who give no thought to the possible fatal consequences of your unthinking acts, but he'll still give you every break he safely can, every signal and warning he's capable of giving. You can depend on him. Don't let him down when he has to depend on you.

MUST BELIEVE

If I were to boil it all down and ask myself why I'm trying so hard to put all this across to you, I couldn't answer, except that somehow, somewhere, I must believe in you despite your present mental attitude. I must believe you want to live as much as I do. And I still cling to a dim but persistent hope that *driving is an individual responsibility*.

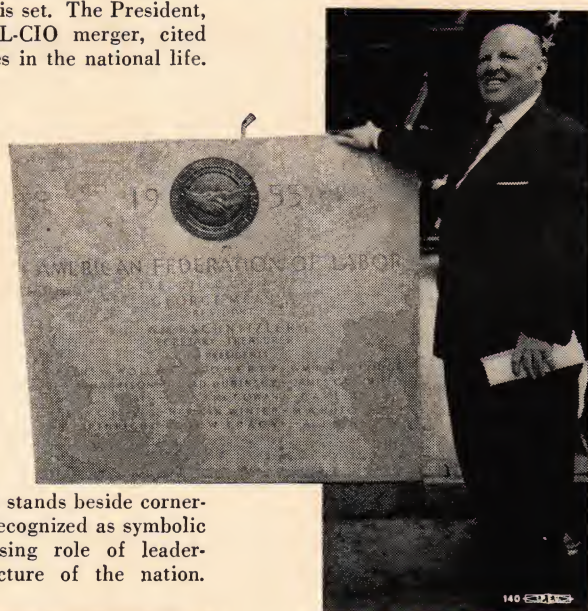
Don't Forget
1955 National Safety
TRUCK CHECK
June 5-10



AFL President Meany and President Eisenhower apply trowels as cornerstone is set. The President, referring to impending AFL-CIO merger, cited labor's greater responsibilities in the national life.

EISENHOWER, MEANY DEDICATE NEW BUILDING OF AFL

*Structure to Be Completed in Time
To Serve United Labor Movement*



General President Dave Beck stands beside cornerstone. The new building is recognized as symbolic of organized labor's increasing role of leadership in the economic structure of the nation.



The President and Meany enjoy a hearty laugh before ceremony begins. Mr. Eisenhower quoted in his speech from the remarks of Woodrow Wilson, who dedicated present AFL building in capital in 1913.

TOP-RUNG officials of government, the American Federation of Labor and the Congress of Industrial Organizations gathered in Washington April 30 for impressive cornerstone-laying ceremonies at the new AFL headquarters building across Lafayette Square from the White House.

On hand to dedicate the \$3.5 million, eight-story building were President Eisenhower, Secretary of Labor James P. Mitchell, AFL President George Meany and the executive board, AFL Secretary-Treasurer William F. Schnitzler, and leaders of the CIO and independent labor organizations.

Representing the International Brotherhood of Teamsters was General President Dave Beck and other international officers.

The more than 2,000 attending heard President Eisenhower praise labor unions for their contribution to the good of the men and women of America. The Chief Executive recalled the words of President Woodrow Wilson, who spoke at ceremonies dedicating the present headquarters building in 1916.

President Meany recalled the words of AFL President Samuel Gompers at that same dedication.

AFL officials expect the new structure to be completed in time to house the combined organization resulting from the impending December merger of the AFL and CIO.

Mechanics of Merger Pose Many Details

(Continued from page 10)

done under the AFL constitution.

The new constitution contemplates extension of the AFL-CIO no-raiding agreement. As at present, it will apply only to those who voluntarily sign. The AFL-CIO disputes plan will also be continued and in addition there will be a committee to integrate and coordinate agreements on a voluntary basis.

There is a fair employment practices clause which guarantees the full benefits of unionism to all workers without regard to race, color, or creed. Machinery is included to act against crime or corruption.

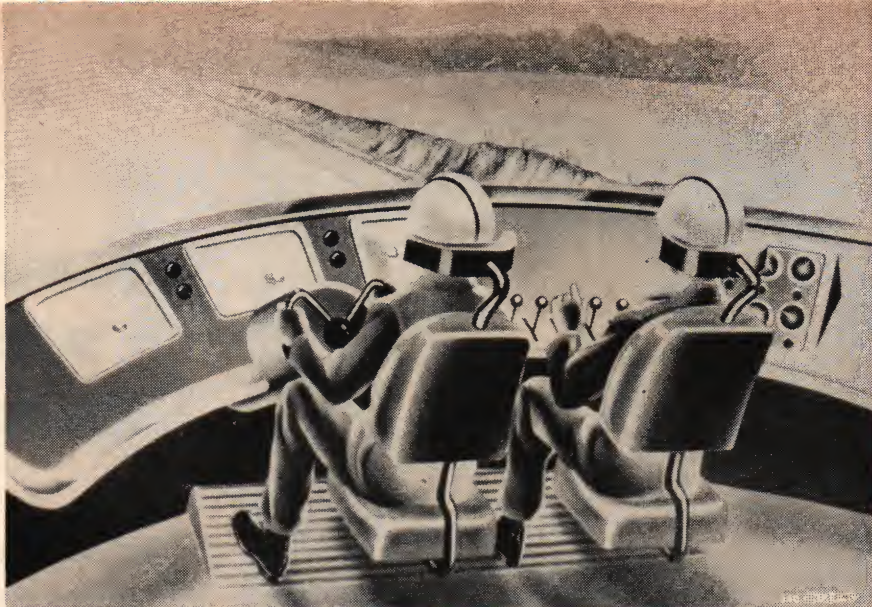
The convention will be the supreme governing body. It will meet every two years instead of every year, as is now done.

There will be an executive council consisting of 27 vice presidents. At the first convention, the one which will probably be held this fall, 17 vice presidents will be elected from the AFL and 10 from the CIO.

This executive council will meet at least three times a year. It will have powers similar to the present AFL Executive Council to govern between conventions. There will be an executive committee consisting of six vice presidents plus the president and secretary-treasurer, which will meet every three months. It will be the duty of this committee to advise the executive officers on matters of policy.

Finally, there will be a general board made up of the president or other principal officer of each affiliated union. This group will advise, consult, and decide policy matters or any other matter referred to it.

All in all, the new organization will contain no surprises for labor people used to operating under AFL or CIO regulations. The main purpose of the committees which worked on the drafting of the new constitution, the thing that they kept constantly in mind, was to see that the merger took place easily, without any hitches. They have done their job well.



Well Dressed Teamster of 1975?

An advance look at the world of tomorrow was presented in Washington last month at the annual meeting of the U. S. Chamber of Commerce. The visual preview of 1975 indicated this is how the inside of a truck cab will look. Driver and relief man will have every possible safety device. There will be three small TV panels on dashboard. These will give driver constant view of both sides of highway and to the rear of truck.

DALLAS PACT COVERS 15,000 IN 4 STATES

THE first multi-state contract for city drivers, dockers, checkers, and fork-lift operators in the Southwest was signed last month in Dallas. It covers approximately 15,000 workers in Texas, Oklahoma, Arkansas, and Louisiana.

The six-year contract with the Southwest (motor freight) Operator's Association is called "one of the best area agreements in the United States," by M. W. "Dusty" Miller, director of the Southern Conference of Teamsters.

It provides for a 42½-hour workweek of five 8½-hour days and a wage rate uniform to be reached in stages by August 1, 1957.

The agreement became effective May 1 in Oklahoma, May 15 in Texas and Louisiana, and will go into effect January 1, 1956 in Arkansas. The variations are due to staggered expiration dates of previous state contracts.

The agreement raises wages as much as 20 cents an hour in Arkansas and 10 cents an hour in Louisiana. These raises will be in addi-

tion to general basic increases and are for the purpose of equalizing rates in the above two states with those now existing in Texas and Oklahoma. Every town will have the same hourly wage rates by August 1, 1957.

The agreement cancelled a strike call for May 16. The threat of strike arose when employers refused to abide by an earlier agreement in March. That contract provided a 45-hour week of five nine-hour days.

Miller says the "misunderstanding" came through differences concerning the number of states the operators' negotiators had authority to bargain for. He also pointed out that the new contract is an improvement over the one signed in March in that it cuts 2½ hours from the workweek.

Negotiations are now in progress for the six Southeastern states which make up the remainder of the Southern Conference of Teamsters and a contract is expected to be signed this month.



Pro Football Stars Keep in Trim as Union Warehousemen



Dick Modzelewski, left, passes a carton of prune juice to fellow football lineman, Don Boll. The two huge linemen are spending the off-season keeping in shape as warehousemen at a Landover, Md., food storage warehouse. Both will be back in action in late August, Modzelewski with the Pittsburgh Steelers, Boll with the Redskins.

TWO men who have achieved distinction in the field of football have now become members of the International Brotherhood of Teamsters, Local Union 730, in Washington, D. C.

The two football greats, Don Boll, and Dick Modzelewski, are members of the warehousemen's local in good standing and work together in the vast and sprawling modern Safeway warehouse in nearby Landover, Md.

Virtually all professional football players have some off-season job or business to augment their gridiron income and many of them try to choose a work which will tend to keep their muscles in tone. Desk jobs are definitely not in favor, neither by the players themselves

nor by coaching staffs of their teams.

The work that Boll and Modzelewski do definitely keeps them in trim. It is up to them to see that orders are filled for the many hundreds of Safeway retail stores. In order to do this they must lift hundreds of cartons of dry and canned groceries every day.

Both the men say they enjoy their work. In addition to the lifting, they cover many a mile daily as they roam over the vast acreage of the warehouse where the groceries are stacked in palletized mounds. Both say walking is one of the best exercises to keep leg muscles in tone; the most important of all muscles for the professional gridster. And the lifting takes good care of the arm and back muscles.

Both men are well built for the work. Modzelewski, "Little Mo" as he was known during his university days, stands an even six feet tall and weighs 258 pounds. He looks heavier than that and his shoulder muscles and forearms are built on the scale of the mythical Popeye the Sailor. After establishing an enviable record in his high school football days in his native Pittsburgh, "Mo" attended the University of Maryland. He graduated from the university in 1952 after an extremely satisfactory senior year which saw him named to several All-America squads for his fine work as a tackle.

He played pro football for the Washington Redskins in 1953 and

(Continued on page 30)

TEAMSTER TOPICS

Toledo Raises Salk Fund

Lawrence E. Steinberg, president of the Toledo Joint Council of Teamsters, announced the beginning of a drive by 13,000 area Teamsters and employers to raise money for free Salk vaccine shots for needy children.

The money will go into a fund, to be administered by outstanding Toledo area civic leaders, to guarantee that all children whose parents cannot afford the vaccine will be given the shots free.

Latest figures show that about 5,000 children in the area, in the infant to 16-year-old group, can be classed as needy, the Joint Council president said.

The initial goal of the drive has been set at \$50,000. If funds for the purpose are provided by other means such as federal, state or local appropriations for shots for the needy, the money will be spent for

other research projects — such as mental health, etc.

The drive will be conducted only by Teamster members and employers, Steinberg said.

Trucker Saves Man's Life

A Davenport, Iowa, member of Local 371 has been credited with saving the life of a motorist whose car struck a freight train near Galesburg.

Police said that Teamster George O'Shea ran to the crushed auto in which the motorist was pinned and stayed the flow of blood and gave first aid to the victim.

O'Shea's job was made more difficult when the Galesburg city ambulance was involved in a collision and other emergency equipment was late in arriving at the accident scene.

The motorist rammed the freight train and his auto was dragged 75 feet down the track. The ambu-

Teamster Pamphlet



New Jersey's Governor Robert Meyner recently was presented a copy of the pamphlet produced by the International Brotherhood, entitled, *The Community and the Teamster*. Joint Council 73 President Lawrence McGinley, left, and J. C. 73 Secretary-Treasurer Edward Sullivan, right, made the presentation.

lance speeding to the scene skidded into a truck and was totally wrecked, injuring a crewman.

O'Shea drives for the Burlington Truck Lines of Moline, Ill.

Philadelphia Local Dedicates Building



This is a beautiful hand painted mural in the conference room of the new headquarters building for Philadelphia Local 929, which was opened for occupancy March 14. The building boasts two conference rooms and a 300-seat auditorium in addition to the offices. The exterior features simplicity in white Vermont marble and the liberal use of plate glass. The new structure is completely air conditioned.

A Safety Way

The following poem was sent in by a member of Baltimore Local 557, Joaquim Bello:

Every day the children play,
In a hasty way.
Though they run up and down,
We still love the little clowns.
Be alert throughout the day,
They may come across your way.
Their thoughts are in their play,
So drive in a safe way.
At the end of each day,
You may stop and pray:
Oh Lord, thanks for guiding me
Through another day.
Take this as a slogan
And make many hearts happy.
Better than to leave,
Some unknown heart broken.
It will pay off along the days,
If you drive the safest way.

\$10,000 for Polio Fund

St. Louis Joint Council of Teamsters turned over \$10,000 to the March of Dimes, most of the sum coming from a Teamsters benefit boxing show April 21.

Net proceeds of the show amounted to \$9,389.91 and the JC added a \$610.09 donation to make up the difference, Joint Council President Harold J. Gibbons said.

The check represented the second largest single donation made to the March of Dimes. The only sum to exceed it was the day's pay donated by the members of the AFL Bricklayers and matched by contractors.

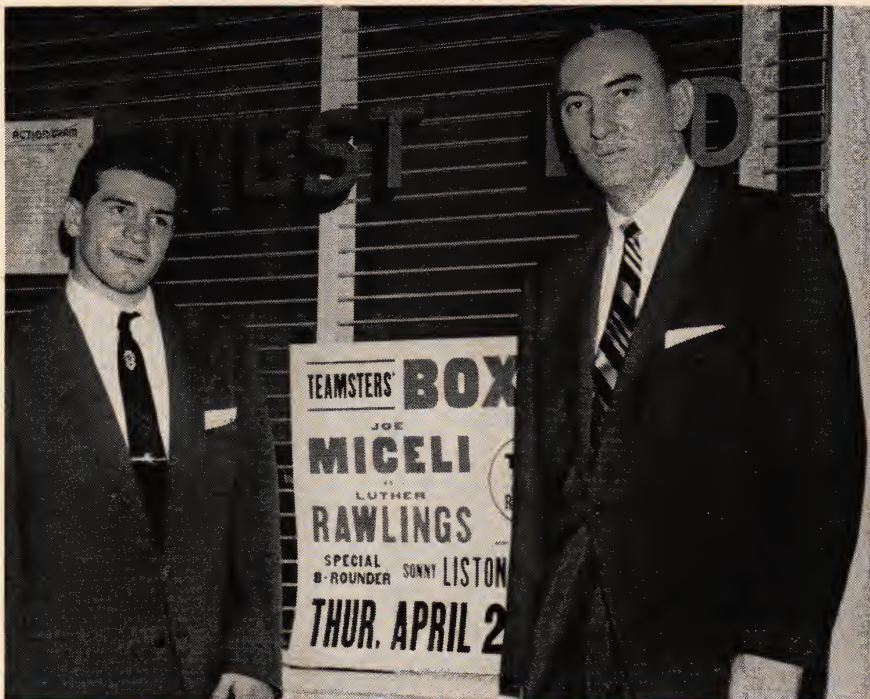
Featured in the action-packed fight card were Joe Miceli and Luther Rawlings, Johnny Lombardo and Phil Kim and Sonny Liston opposing Marty Marshall.

Unions Buy Union Beer

A former Portland, Oreg., Teamster official—now a special representative with a local brewery—has been putting on a demonstration of the strength of union purchasing power that's making the business community sit up and take notice.

He's Ernie Berg, former president

Boxing Bouts Aid Polio Fight



Highly ranked New York boxer Joe Miceli poses here with St. Louis Joint Council President Harold J. Gibbons preceding the Teamsters boxing show for the polio fund.

of Teamster Local 162, now directing a special educational program beamed at members of the AFL, CIO and independent unions.

"Never underestimate the power of union members when it comes to

buying union-made and union-label goods and services," Berg said. "When they get together and channel their purchasing power, they just don't know their own strength."

Member Saves Horses

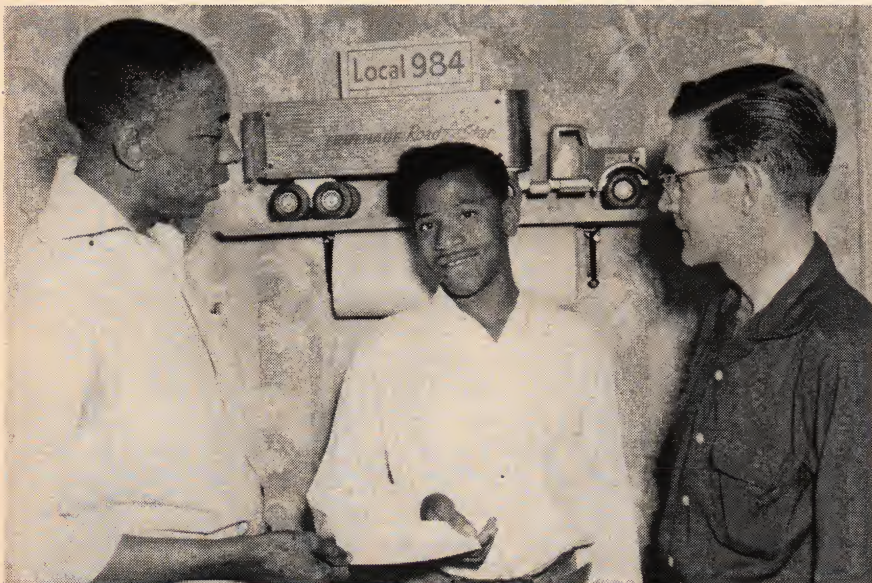
Thomas J. Kelly, a horse van driver and member of Local 25, Boston, has been credited with recovering 17 racing thoroughbreds which fled from their blazing stalls at Lincoln Downs Race Track, Lincoln, R. I.

The fire broke out at 2 o'clock in the morning and Kelly made two trips between the track and the nearby territory.

State Police commended Kelly for getting his van into action and, with some track grooms, driving around the countryside finding horses cut loose when a mid-April fire broke out which claimed the lives of 26 valuable horses and four lead ponies. Kelly worked six hours at the all-night rescue job.

Kelly is one of three brothers who operate the W. A. Kelly Horse Pullman Service of Brighton, Mass. Two of the three Kelly brothers and three others, all members of Local 25, drive horse vans.

Check Presented to Life Saver



Sam Baptist, trustee and business agent of Local 984, Memphis, Tenn., here presents a check for \$25 to David Norris, 13, who risked his life to save the life of a 10-year-old white boy. R. A. Farrell, Local 984 president, looks on. Young Norris heard screams coming from a Memphis bayou where a boy had slipped and tumbled into 15 feet of water. The Norris boy dived in and pulled the younger youth to the bank. The \$25 was added to a scholarship fund started by Memphis citizens.

Central Conference of Teamsters Banquet



Among the guests were General Secretary-Treasurer John F. English and members of the General Executive Board at the 1955 banquet of the Central Conference of Teamsters in Chicago April 15. A section of the 1,000-seat banquet and a view of the head table are shown above. Left to right—Dave Kaplan, New York City; David Previant, Milwaukee, Wis. and Joseph Jacobs are at extreme left out of camera range. Continuing are Edgar Hartzler, Des Moines, Iowa; Lawrence Steinberg, Toledo, Ohio; William Presser, Cleveland, Ohio; Jack Joegensen, Minneapolis, Minn.; I. M. (Casey) Dodds, Toronto, Can.; Michael Healey, Chicago, Ill.; Gene San Souci, conference recording secretary, Indianapolis, Ind.; E. E. Hughes, Rock Island, Ill.; Harold J. Gibbons, conference secretary-treasurer; Vice President John T. O'Brien, Chicago, Ill.; General Secretary English; Vice President James R. Hoffa, conference director, Detroit, Mich.; Vice President Sidney Brennan, Minneapolis, Minn.; Vice President Einar Mohn, Washington, D. C.; Thomas Flynn, Washington, D. C., chairman, and Joseph Treotola, New York City, secretary-treasurer of the Eastern Conference of Teamsters; Ray Schoessling, Chicago, Ill.; Murray W. Miller, Dallas, Tex., Southern Conference chairman; Dave Sark, Chicago, Ill.; Melroy Horn, St. Louis, Mo.; Harold Thirion, Washington, D. C.; Lewis C. Harkins, Washington, D. C.; Vice President and Mrs. Thomas Hickey, New York City; Dale Mann, Columbus, Ohio; Emmett Terry, Green Bay, Wis.; Ted St. Peter, Fargo, N. Dak.; Gregory Helvig, Sioux Falls, S. Dak.; Paul Priddy, Louisville, Ky. and James White, Cedar Rapids, Iowa.

Southern Conference Report

(Continued from page 7)

L. M. Hoover, Mississippi; James Hamilton, Oklahoma; Don Vestal, Tennessee; and Glen Bailey, Texas.

Einar Mohn, international vice president from the general offices in Washington, D. C., was a speaker on this occasion. He discussed briefly the national organizing program as viewed from the nation's capital and praised the progress in the Southern Conference.

"For years workers have been exploited in the South," he reminded. "So it gives us a lift to come down here to see your crew of dedicated leaders at work."

General President Beck, principal speaker of the evening, told delegates and guests, "I know that the day will come . . . in the not too distant future . . . when we will see changes in the thinking of the people. There will be a great impetus for labor organization in the South."

The General President called attention to this dinner, "an improvement over a year ago," when hints of segregation clouded the conference in Biloxi.

"We recognize no color line in our International Union," he said. "We want equal opportunity for all."

Footballers

(Continued from page 27)

1954 and next season will play for the Steelers in his hometown of Pittsburgh. This past off-season was his first time to work as a Teamster at Safeway. He says his plans at the present time are not settled; that he may return to the Landover warehouse after his next season of football is finished.

Due to return for another year as a Teamster for certain is Don Boll, the towering and huge 6' 2", 269-

pound tackle from the University of Nebraska who plays for the Washington Redskins. This talented offensive tackle was the number four pick in the 1953 draft. During his time at the University of Nebraska he was named to the players' All-Big Seven team and was selected on several All-American squads. After graduation with a B.S. degree, he spent four years with the Marines.

Henry Butler, business agent for Local 730, reports that both men are popular with their Teamster co-workers and are well-thought-of by management. He reports, additionally, that the Local has two more athletic hopefuls in the persons of Neil White and Paul Littleford, who work out of Local 730 at the Rexford Prepack Co. in Washington. White, a catcher, and Littleford, a third baseman with a batting average in the semipro leagues of above .390, both will try out with the Pittsburgh Pirates.

WHAT'S NEW?

Rotating Work Stand Great Labor Saver

Any position within a 360-degree arc is available to operators when an engine is mounted for service on a New York-built rotating work stand which will support any heavy truck or car engine and requires no locking. The mounted engine can be stopped at any desired spot in a circle by means of a gear drive operated by a crank that can be mounted on either the left or right side. One man can easily handle almost any size engine by using the stand and its gear drive.

Ridge Reamer Ideal For Small Engines

When dealing with small gasoline engines such as those on lawn mowers, pumps, motorcycles, etc., a Chicago firm recommends its ridge reamer with a carbide cutter designed to handle most steel sleeved as well as cast iron and aluminum cylinders. Having a range of 1½ to 3 inches, the tool will not overcut or score the cylinder walls while removing the ridge.

More Speed, Longer Life With Metric Taps

Higher tool speed and longer cutting life are made possible by a new line of American produced standardized metric taps in all sizes and pitches. These advantages derive from the tool's design, featuring high spiral flutes and cutting edges providing the increased speed and longer life.

Ingenious Tool For Gutter Repair

A 16-inch tool now makes it possible to easily repair damaged drip moulding or rain gutters. The jaws of the tool which is shaped like a pair of pliers fit the undamaged portion of the gutter and when slid to the damaged part and squeezed reform the original curve of the gutter.

Sleeper Cab of Aluminum Construction

It has been found that a saving in weight of 219 pounds can be made if

the sleeper cab of a truck is made of aluminum instead of steel and a new unit from a Michigan manufacturer offers the added advantage, beside aluminum construction, of being only 24 inches deep. Attached to a standard COE body just behind the driver's seat, the sleeping compartment is easily entered while the truck is in motion.

Added comfort is provided by the following features: a roof grill ventilator and two side rear windows; a sound deadening material that cuts down noise, and welded risers and roof bows providing strength and preventing rattle.

Tire Pressure Gage For Rugged Wear

Ease of reading and rugged design are featured advantages of a new tire pressure gage. The reading ease derived from a capillary-type pressure indicator and the heavy duty construction is built with the rough usage that affects ordinary tire testers in mind. With each tester is included a leather case by the manufacturer.

Improved Design of Drive Axle Wrench

An alloy steel pin to which driving pins are attached forming an "X" is featured in an improved type axle wrench for adjusting nuts and lock nuts on drive axles. One end of the wrench is threaded and has a nut that holds pilot washers of various sizes, relative to the axle shafts' inside diameters, while the other end of the wrench has a 1½-inch hex drive and two through holes. The wrench can be driven either by a socket mounted on the hex drive or with a bar through either hole.

Hand Operation Of Rotary Shears

A bench-mounted rotary shear now being marketed from New Jersey will cut steel as heavy as 16 gage (except stainless) and other heavier gage, lighter metals. Hand operated, the rotary shear can be bolted to a bench or repair truck and will cut metal into strips from .005 to 2 inches. The replaceable cutting wheels of high carbon tool steel are claimed by the maker to outlast several pairs of hand shears without resharpening.

Portable Magnetic Particle Inspector

After being in use in England for several years, an American firm is now distributing a portable magnetic particle inspection kit in the U. S. By magnetizing the area where a suspension of

magnetic particles has been sprayed, the device detects flaws in castings and other metal fabrications in this manner.

Between the two poles of the unit is set up a magnetic field and any surface or sub-surface flaws are shown up by action of the magnetic particles between the poles. A test piece, magnetizing leads and plastic spray bottles containing the inspection material (iron oxide, powder or ink) are all supplied complete with the detector kit.

Tinning Tool with Replaceable Cartridge

A Massachusetts manufacturer has made an announcement concerning their new tinning tool which claims that it eliminates acids, powdered fluxes, pastes, steel wool and acid core solder. Cleaning, scraping and tinning in one operation is claimed for the tool that uses a replaceable cartridge with a flux core and impregnated steel wool outer jacket to remove rusts and pits.

Speed and Accuracy Of Tire Truing Tool

Even when handling passenger or truck tires up to and including 9:00 x 20 it is not necessary to change any belts, pulleys or cutters with a new on-the-vehicle tire truer which combines speed and accuracy through the tilting blade principle exclusive in this line. Another feature keeps the area clean and neat by collecting any dust in the easy-to-empty dust bag of a built-in vacuum unit. Completely portable, the truer comes complete with a new, improved out-of-round indicator.

Valve Tool for Tubeless Tires

The snap-in valve of a tubeless tire can be seated against the inside of the rim by a twist on the wing-nut of a recently introduced tubeless tire valve tool. It operates in this simple manner. The tool straddles the valve with its center section screwed onto the valve threads. Then as the wing-nut is turned, the resulting pull on the valve stem draws it tightly to the inside of the wheel rim.

New Oil Rings With One-Piece Feature

A new oil ring design from a Maryland manufacturer combines the spring and spacer in one piece. Designed to provide even distribution of pressure over the entire ring, the ring is self-expanding and flexible. The sides as well as the face of the ring are effectively sealed by chrome-plated rails.

Teamster Crayne Is Going Up!



The warehouse's loss is Hollywood's gain, and the appealing prize is Teamster Dani Crayne.

Not long ago Teamster Crayne was operating an electrically-driven fork lift for a van and storage company. When she appeared at local union meetings, Teamsters announcing, "Brother!" weren't necessarily addressing the chair.

Hollywood talent scouts decided Dani could give the movies a lift with her beauty and talent. She will get her first big chance in "Ain't Misbehavin'" in which she'll play a cabaret singer and dancer. The pretty Teamster will be featured in a cast starring Rory Calhoun, Piper Laurie, Jack Carson and Mamie Van Doren.

Dani was born in Minneapolis on Christmas Day, 1934.

The starlet still holds her card in the Teamsters' Union and is also a member of the Screen Actors Guild.

LAUGH LOAD

Brain Food

Fly fisherman—Did you catch all those trout with nothing but worms?

Boy—Oh, no. There was brains at t'other end of the line.

★

He'll Be Back

"Jack and I have parted forever."

"Good gracious. What does that mean?"

"A five-pound box of candy in about an hour."

★

Mean!

Joggins—"How do you get on with the boss, old man?"

Juggins—"He's about the meanest man I know."

Joggins—"How's that?"

Juggins—"He's had the legs sawed off the wheelbarrow so that I can't sit down and rest."

★

Point of View

"Jack Huggins said at the dance last night that I reminded him of a dainty flower."

"A number of others spoke of you as a wall flower."

★

Culture Vulture

Brown—What made you start clapping your hands when that woman stepped on your foot in the crowded bus?

Barlow—I was dozing, and I thought my wife was giving a musicale and was signaling that it was time to applaud.

★

None Left

A teacher put a problem to his class: "There were thirteen sheep in a pen and seven jumped out; how many were left?"

One of the boys said, "None, sir," and when the teacher rebuked him for his deficient arithmetic and told him he knew nothing about figures, the boy's reply was, "Sir, you know nothing about sheep."

★

No Show

Hubby—Ah, let me back just one more horse, dear, and I promise you it will be the last.

Wifey—It usually is.

★

Always Heard

Overheard—"My dear, she's the sort of woman who always enters a room voice first."

Out, Please!

Lawyer (Paternally), to client anxious for divorce: "My dear young lady, occasional tiffs are bound to occur in your married life. But think of the joy to be got out of it."

Client: "Exactly. Get me out of it."

★

Wise

Elsie—"What kind of husband would you advise me to get, grandma?"

Grandma—"You just leave husbands alone and get yourself a single man."

★

Unpredictable

On his 55th birthday, Thomas Edison attended a party given in his honor. "What plans do you have for the future?" he was asked.

"From now until I am 75," Edison said, I will be occupied with my work. At 75, I intend to learn how to play bridge. At 80, I am going to gossip with the ladies, and at 85 I expect to take up golf.

"And at 90?" he was asked.

Edison shrugged. "I never plan more than 30 years in advance," he said.

★

Long Way 'Round

"The world is round, isn't it?"

"Supposed to be, yes."

"Well, if I wanted to go east I could eventually get there by going west, couldn't I?"

"Say, what are you, a taxi driver?"

★

Good Girl

Mother: "Maud, were you a good girl at church today?"

Maud: "Yes, mother. A man offered me a big plate of money and I said 'No, thank you'."

★

If the Shoe Fits

Teacher—Yes, Johnny, what is it?

Johnny—I don't want to scare you, but Papa said if I didn't bring home better grades some one is due for a licking.

★

Some Pose

"Those new people across the road seem very devoted," said Mrs. Jones to the newspaper which hid her husband.

A rustle of the sheet was all the reply she got, but she was used to that.

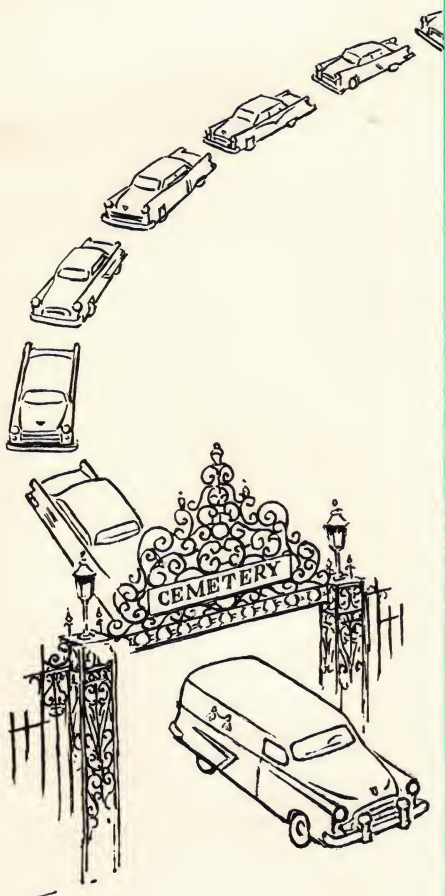
"Every time he goes out he kisses her, and goes on throwing kisses all down the road. Edward why don't you do that?"

"Me!" snorted the man behind the news, "I don't know her."

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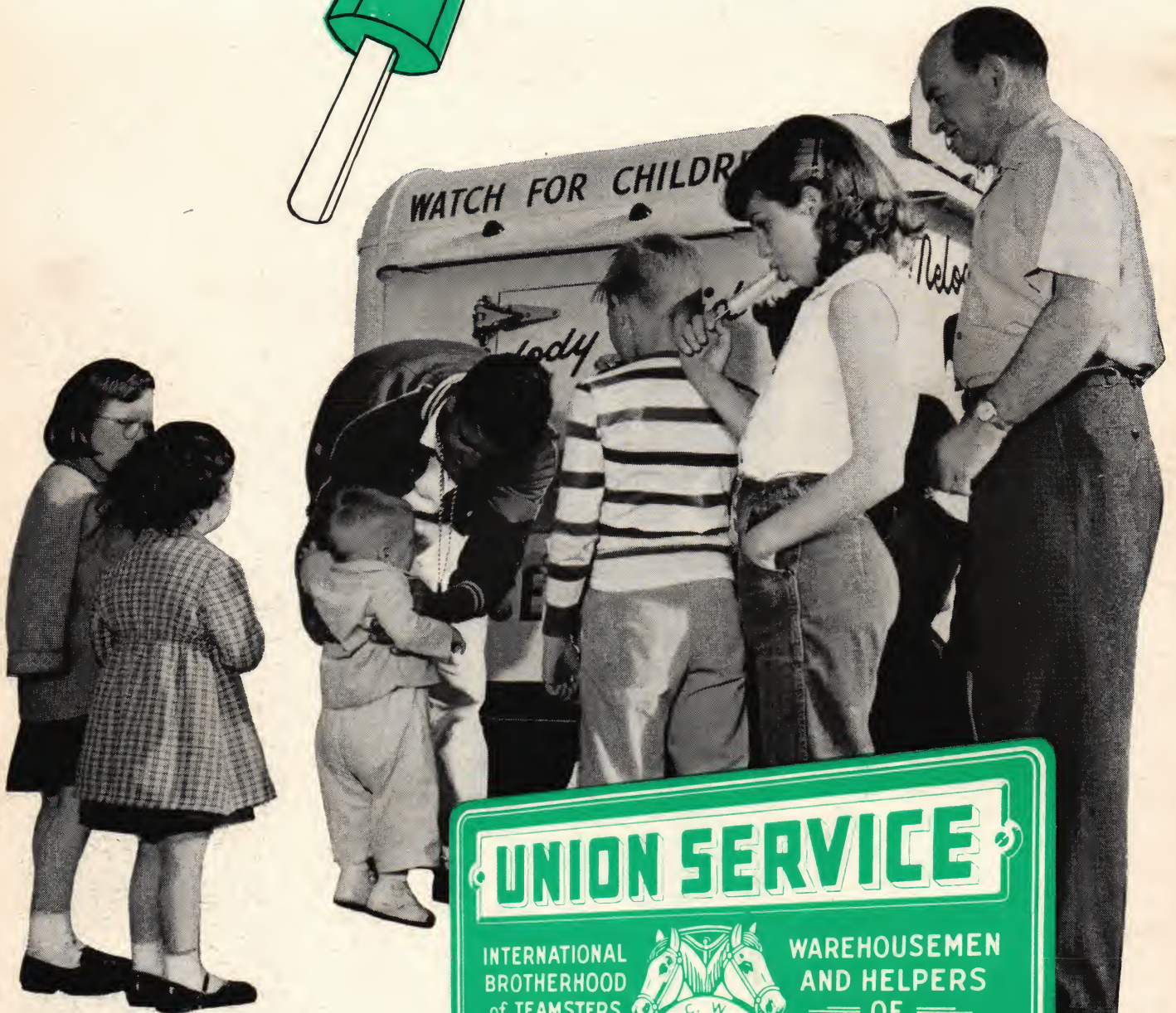


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